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HOW TO PAINT FLAMES

PERFORMANCE-BUILDING CHEVY'S 'OBSOLETE' 409

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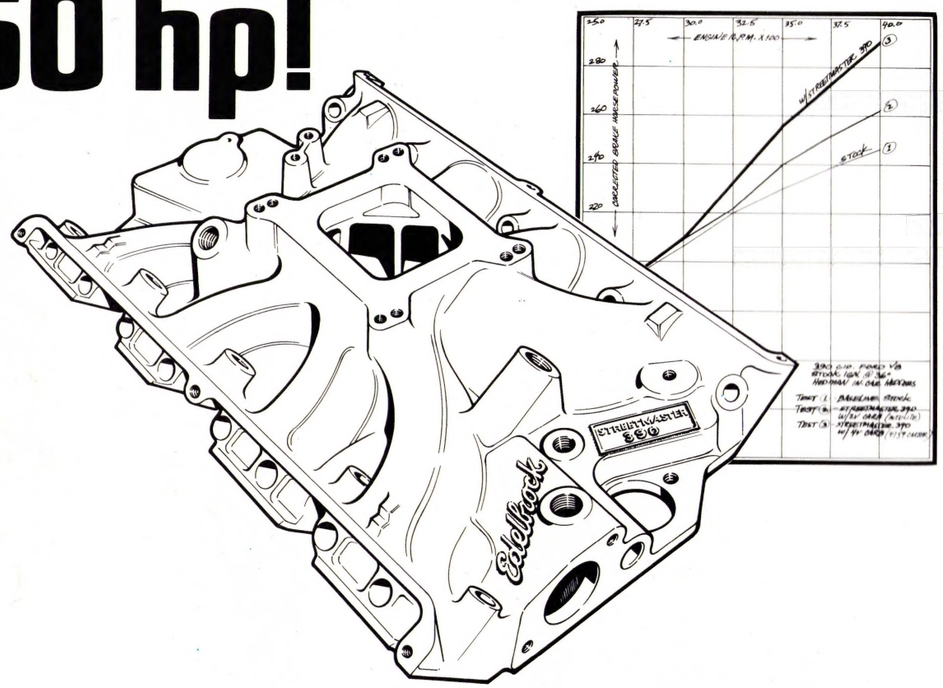

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43 hp @ 4000 rpm with Holley 6619 600 cfm
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*Stock baseline tests and all subsequent tests made with blueprinted & balanced Ford 390 equipped with Hedman street headers.

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Fact • Streetmaster 390's power gains occur in the most useful range for any street car, 0–4000 rpm.

Fact • Fits 332-352-360-390-427-428 cubic-inch Ford, T-Bird, Mustang, Mercury, Cougar and Ford marine V8's.

Fact • The name *Streetmaster* is synonymous with vital improvement in fuel economy. Now Ford joins the Streetmaster thrift family.

Fact • *Motor Trend* Magazine (May, 1974 issue)—"We don't question the Streetmaster. We know it works."

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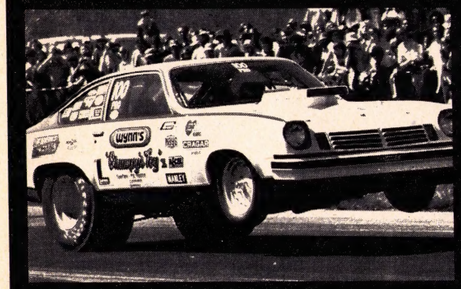

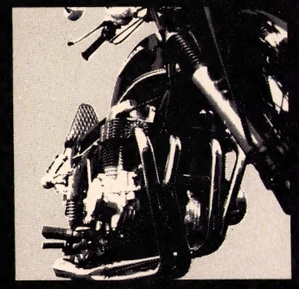

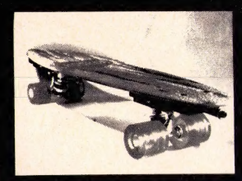

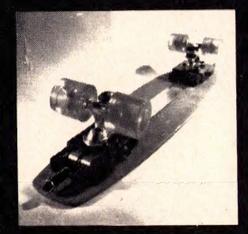

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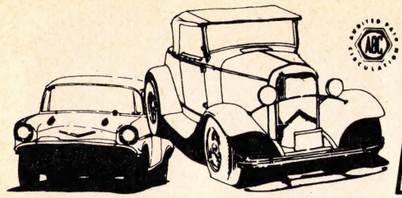

POPULAR HOT RODDING

AN ARGUS PUBLICATION VOLUME 14, NUMBER 10 OCTOBER 1975

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COVER: Project Street Machine and Project Van grace this month's POP ROD cover as we delve into the wild world of truckin'. Ektachrome by Steve Reyes.

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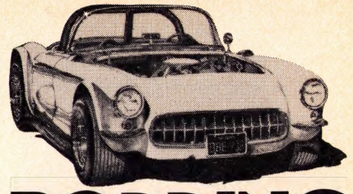

RODDING READERS

DUSTER DELIGHT

I was delighted to read your July article on small-block MoPars due to the fact that this is one article that I can really use! I have a '70 340 automatic Duster with dual exhausts, a four-barrel and electronic ignition. It really runs but I never read anything on it until your article. Now my head is really spinning with some super engine and exhaust ideas to make my 70,000 mile creampuff even better. I love my Duster and your magazine, which doesn't feature only Chevy and Ford! Thank you!

Lynn Miller
Bellmore, N.Y.

The article you mentioned was on Ed Hamburger's potent SS/LA Duster; the MoPar proved just how strong it was by capturing the runner-up position in Super Stock Eliminator at the '75 NHRA Springnationals. We'll continue to bring you build-ups on cars of this type because you can use many of the same building techniques on your super street car.

CORVETTE CORRECTIONS

Your Corvette article was great (Special Corvette Buyer's Guide, July 1975), but there are a few points in it which need correcting. As a devout Corvette owner and follower, vice-president of a Corvette club and a member of the National Council of Corvette Clubs, I feel several points made in the article may mislead many people who wish to find out more about the plastic sports car.

First of all, I have owned five Corvettes in the past, three of which I still have. They are a 1973 T-top, a 1963 split-window coupe and a 1955 roadster. You claim that your readers should stay away from the 1953-'55 body style because parts are scarce. Parts are fairly difficult to obtain for this car, but they are available. Their prices? Simply incredible! Original hubcaps are $500 a set, a new or mint Corvette front emblem around $250, steering wheels are $125

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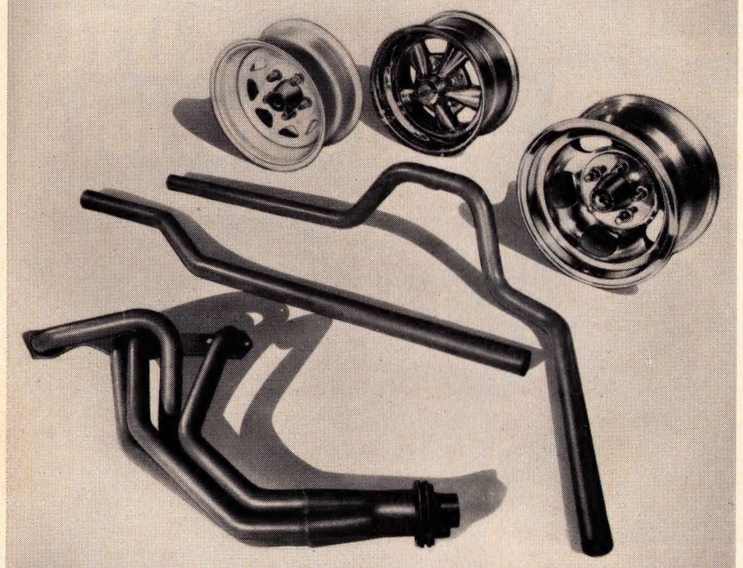

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RODDING READERS

and so on. So your advice should have been to stay away from this body style unless you are willing to pay these super-inflated prices.

Your picture showed two fuel injection emblems with the caption saying that the upper emblem was '64 and '65 and the bottom was from a '63. This is wrong. The unit which is no longer available from Chevy is the bottom emblem, but it is for '63-'64 Corvettes; the other was used exclusively on the '65 f.i. cars. Then on another photo on the same page you show the '67 Corvette rally wheels and claim they were seven inches in width. Further over in the article you have another shot of a rally wheel mounted on a radial, and you state that these wheels were 8½ inches wide and had GR70-15 radials mounted on them since 1968. This is all completely wrong. Rally wheels as used on the '67s were six inches wide; their width was increased to seven inches in 1968, and they were then increased to eight inches in 1969. The 1968-1972 Corvettes came equipped with F70-15 bias-ply tires, and the GR70-15 radials were not made standard until 1973.

As long as you were mentioning the exorbitant prices on certain discontinued wheels which were made for the Corvette, you should have mentioned the cast aluminum wheel which was planned for introduction on the 1973 Corvette. There were approximately 10 sets of these sold to the public before Chevy decided not to release them, so this is probably the rarest of all wheels. A set of these is priceless, but I have talked with a gentleman who owns and cherishes four of these and he has refused $1500 for them!

Incidentally, your address for Vette Vues Magazine was wrong. It should have been Drawer A, Sandy Springs, GA, 30328. Another excellent magazine is Vette Super Shopper, 60 Liberty St., Newington, CT 06111. Other than that, the article was great. Keep those Corvette features coming.

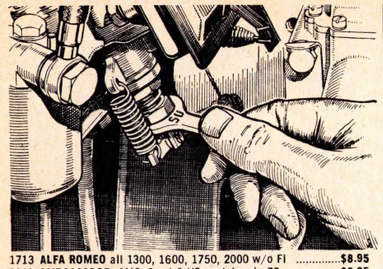
Larry D. Brooks
Hickory, N.C.

Thanks for taking the time to give us the straight scoop, Larry. As hard as we try to get the correct information, occasionally we do slip. You can be sure that you'll be seeing more Corvettes in future issues. They're part of the ever-expanding street scene, and that's where the action is

CANADIAN VANNER

Just thought I'd drop a note to you people in the south to try to show you that us vanners in Canada are right in there when it comes to truckin'.

I belong to the Greater Vancouver Van Club, the largest club in Vancouver with a little over 100 members at the present. I am also an associate member with Natural High Vans of Tacoma, Wash.



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RODDING READERS

Just to get into my van a little, it's a '74 Chevy ½-ton. The engine is a 350 V-8 which was stock when I bought it, but since then I have added a Holley 650 carb on an Offenhauser 360 Dual-Port manifold and Hooker headers.

The interior of my van is the most significant part since I do a lot of freeway driving and attend just about every van boogie around. In the overhead console, my CB radio, headphone jacks and tape deck sit in a very convenient sequence. The seats I built to suit myself; they were upholstered by my father, who also did the diamond tufting in the back of the van. I built everything on the interior of the van myself, except for the stereo and radio components. Authentic brick beams are the main eye-catcher in the van.

The paint job I did myself. The mural on the back door was done by Dave of The Color Shop, one of the larger painters of Vancouver, and the molding on the hood was handled by Paul, a well-known customizer in Vancouver.

I spent $700 and over 1000 hours to get my van in shape. I have had it in a few car shows in Vancouver and in Seattle, Wash. It has won eight trophies in categories from Best Interior to Best Street-driven Van, plus Grand Sweepstakes Trophies. I hope to be cruisin' to the Van Nationals in the fall; maybe you'll see my van there.

Mike Knoblauch
Vancouver, British Columbia, Canada

Truckin' is on the upswing everywhere, Mike, and we're glad to hear that our neighbors north of the border are into the scene. You should particularly like this special issue, and we'll have much more on trucks and vans in the coming months, including some neat how-tos and many dynamite features!

STREET FREAK!

I am not writing just to tell you that you have the greatest hot rodding magazine published (of course, everybody knows you have). I am also not writing just to tell you about my '67 Camaro that has a 427 L-88 Chevy with a 6-71 blower, a Muncie four-speed and '71 'Vette I.R.S. rear suspension. I will say that my Camaro's best time at the drags is a wild 9.98 at 156.54 mph. I am mainly writing to ask your company to consider publishing a new magazine consisting of 100 percent street freaks such as my Camaro. There is no such magazine available; it would be for '48-'75 street cars. Please print this letter and see how many other people agree.

William Chandler
Knoxville, Tenn.

We're a little hurt by your inference that we don't cover the late-model street scene! We feel that we do a pretty good job of covering all street cars; if we just concentrate on one particular segment, we'd neglect quite a lot of our readers'

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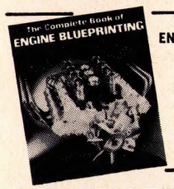

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RODDING READERS

interests. From time to time we'll feature special issues that deal with just one part of hot rodding, so perhaps that will satisfy your needs. And about your nine-second, 150-plus mph street Camaro! Just because we look sort of funny is no sign that we're stupid!

SORRY!

It hurts to be a little outfit trying to build a name, and then have a magazine get the name wrong. Would you note that Wally Gagne's "Blitzkrieg" T-bucket on page 22 of the August issue is equipped with a FORTIER brass radiator?

Bruce Fortier
Essex, Mass.

Our apologies, Bruce, on the mixup. Actually, it's not all our fault; when Wally filled out his tech sheet, he spelled your name wrong! Not being familiar with your products, we naturally took Wally's spelling to be correct. Shame on you, Wally!

YOU'RE SO RIGHT!

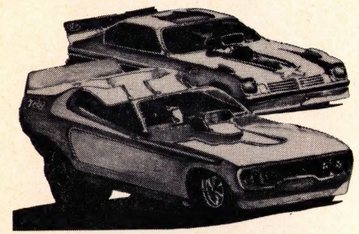
I'm writing to express my joy that POP ROD is becoming more street-oriented. I'm glad that somebody at an automotive publication knows this is where it's at. I think the rod runs, picnics and club get-togethers are far more important to street rodders than blowing somebody's door off at a red light. It makes hot rodding look much better in the eyes of the public when you show how to build safe, fun and well-performing cars that cannot be found in a Detroit showroom any longer.

The death of the supercars of the 1960s has brought hot rodding back where it belongs—right in the old backyard. People are restoring more early cars and trucks, and they are doing this because they can't afford the over-priced, gas-guzzling, smog hogs that Detroit is now building.

POP ROD is a great mag; I've been reading it for five years, and finally I subscribed after the great 409 story. I rode in my cousin's 1962 Impala SS 409-409 and heard those AFBs open wide with a thirst for fresh air! Unreal! I love '64 and '65 Pontiac GTOs and plan on building one up in the future. I hope you print this letter to show everybody that your young readers (I'm 16) are also very much a part of hot rodding. Thanks for a great magazine and stay with the street scene because "Street is Neat!"

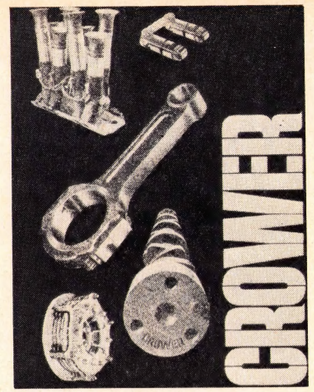
Gordon Scott Manley
Portsmouth, Va.

We welcome all of our young readers because they form the backbone of the sport. You're never too young (or too old!) to learn about the joys of building and driving street rods and street machines. You can believe that we're staying with the street scene. It's the only way to fly!



HOT OFF THE PRESS

Do-It-Yourself Customizing tells and shows in step-by-step detail everything that's needed to customize your car, including how to rent tools, how to use body grinders and spray guns, how to mix and apply fiberglass and plastic fillers, sanding, masking, even applying trick pearls and lacquers. This book shows you how to do flames, flares, scoops, spoilers, Frenching and molding, and it's also a guide to a complete line of accessories for all cars, vans, sports cars and vehicles. Send $7.95, which includes postage (California residents add six percent tax), to Street Customs Limited, Dept. PHR, 11737 Cardinal Circle, Garden Grove, CA 92643.



Included in the Crower Power catalog are separate sections on Crower's winning parts, cams, Crowerglide and the Imperial cam. Crowerods are also featured, with full construction details and applications. Cam kits, adjustable push rods, special guide plates, hardened keepers, thrust plugs, vasco jet springs, bronze distributor gears and valve stem seals are just part of the many accessories featured in the new '75 Crower Power catalog. Get yours for $2 from Crower Cams and Equipment Co., Dept. PHR, 3333 Main St., Chula Vista, CA 92011.

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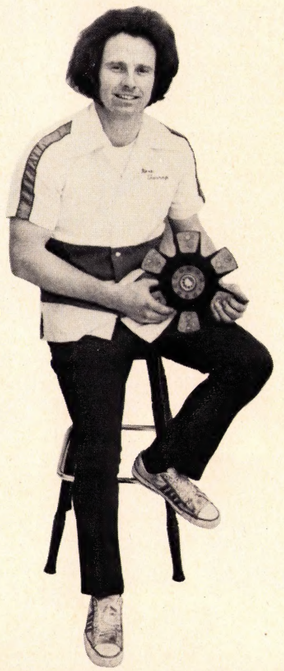

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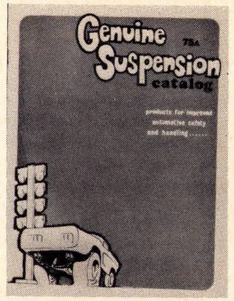

General Suspension, manufacturer of top-quality suspension products, has released their 1975 catalog and technical manual covering products and related technical material. For further information, contact Dan Borre, Genuine Suspension, Dept. PHR, 1361 E. Pomona St., Santa Ana, CA 92705.

The '75 Harwood Performance Sales catalog includes a comprehensive assortment of competition hood scoops, as well as fiberglass hoods and suspension components. Their line of traction-getters includes a four-link suspension kit, ladder bars, sway bars and wheelie bars. For your copy and decals, send $2 to Harwood Performance Sales, Dept. PHR, 3809 Cavalier Drive, Garland, TX 95042.

New for Corvair enthusiasts from Otto Parts is a catalog featuring replacement parts of superior quality, including pistons, rings, bearings, valves and a complete line of hard parts, along with complete information on all of Otto's machine shop services. Send $1 to Otto Parts, Dept. PHR, P.O. Box 3212, South El Monte, CA 91733.

Richard Petty says: "NRI has the most up-to-date complete courses in Auto Mechanics I've ever seen."

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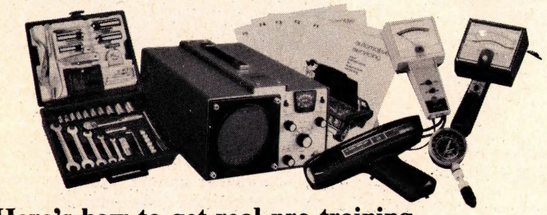
I'm sure glad to see home training like the two NRI courses come along. With NRI training, you can keep your present job while you learn, and you get the kind of hands-on experience that pays off under the hood. It's a lot of training for a very few dollars.



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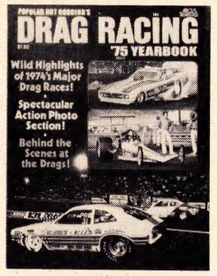
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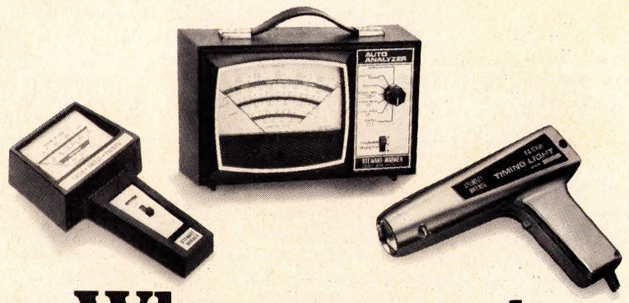

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Since you're going to be a good customer, the guys at the shop will be glad to help you out with any friendly advice you need, about using the tools or buying the parts. (If you're not too sure how a dwell tach works, you better get one from someone who is.)

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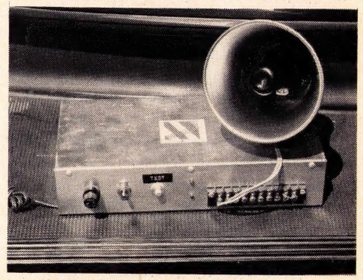
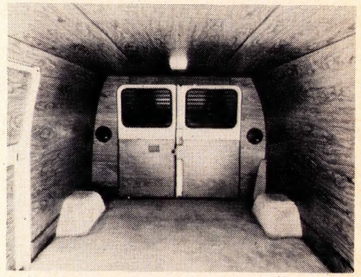
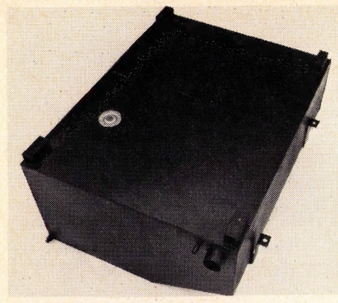
SPEED & EQUIPMENT NEWS



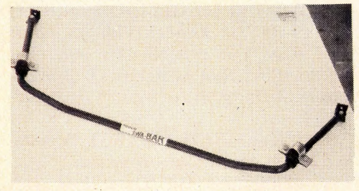
This new burglar alarm for your garage/house has a one-year warranty, in addition to solid state construction, low-cost operation, built-in test system, manual over-ride triggering system, self-contained power unit, automatic battery switch-over system, simple install-it-yourself instructions, low-cost operation and weatherproof police-type whooper. Measuring 3x6x12 inches, the unit is available through J.E. Greer & Associates, 15075 East 11 Mile Rd., Dept. PHR, Roseville, MI 48066.



At last, complete and pre-cut van paneling kits from T&H, the van pattern people. Installation time is six to eight hours. The kit includes: complete pieces for roof, all sides, roof lights, door panels, corners—all finished in plastic trim and complete with screws, necessary hardware and detailed instructions. Available in Mozambique and Mozambique light wood grain for: short base $169.95; long base $179.95; Dodge maxi-van $189.95 (please add $10 for '75 Fords only). Send $1 for a 32-page catalog to T&H Works Limited, Dept. PHR, 7119 Laurel Canyon Blvd., #3, North Hollywood, CA 91605.



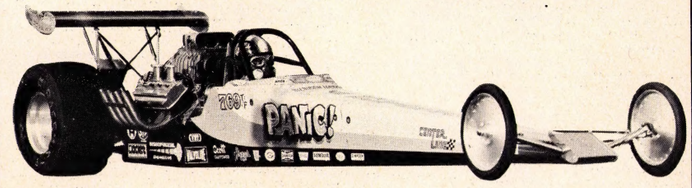
Here's the tank that van owners have been waiting for—a 45-gallon replacement tank for short or long wheelbase Econolines. It more than doubles the stock 20-gallon fuel capacity. Simply remove the old tank and bolt this one in place, all hardware provided. Each tank is lined for rust protection and fits all '69-'74 Ford Econoline and Club Wagon E-100/200/300 trucks. Write Hickey Enterprises, 1645 Callens Rd., Dept. PHR, Ventura, CA 93003.

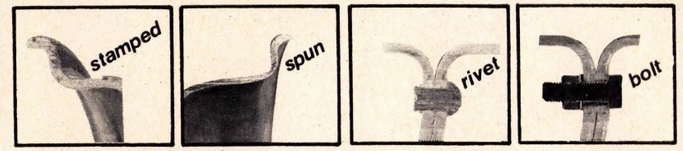


Addco Industries, Inc., now has both a rear and a front anti-sway bar kit for Dodge vans. Both kits are simple bolt-on installations, with the most noticeable improvement being reduced sway on corners. Tracking is also greatly improved due to elimination of body roll. For further information, contact Addco Industries, Inc., Dept. PHR, Addco Ave. and Watertower Rd., Lake Park, FL 33403.

Free! For a limited time only, free 1.5-ounce samples of WD-40. This multi-purpose product stops squeaks, protects metal, loosens rusted parts and frees stuck mechanisms. For your generous free sample, send 25 cents to cover postage and handling to WD-40 Company, Dept. PHR, 1061 Cudahy Place, San Diego, CA 92110.

don't PANIC





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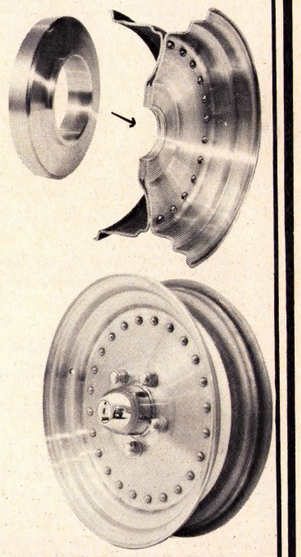

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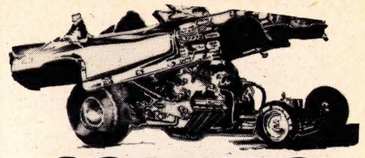

COMING EVENTS

ROCHESTER, NEW YORK, September 7, *Rochester Street Rods' 4th Annual Car Show and Swap Meet.* For information: Tim Kearney, 135 Lake Breeze Rd., Rochester, NY 14616.

ATLANTA, GEORGIA, September 13-14, *1st Annual Six Flags Over Georgia Rod Run.* For information: Coachmen Car Club, P.O. Box 32121, Decatur, GA 30032.

SPRINGFIELD, ILLINOIS, September 19-20, *1st Annual Vintage Times Rod Run.* For pre-'48 cars only. For information: Ron Sutzer, P.O. Box 20, Mechanicsburg, IL 62545.

RUIDOSO, NEW MEXICO, September 27-28, *Aspen Cade Tour and Picnic.* For information: Bill Darr, Box 212, Dexter, NM 88230. Phone: (505) 737-5534.

MORGAN HILL, CALIFORNIA, September 28, *2nd Annual California Stepsides (San Jose Chapter) Pickup Show.* Uvas Meadows. For information: Lui Lafuente, 1917 Kinross Way, San Jose, CA 95122. Phone: 408-279-18886.

SAN FERNANDO VALLEY, CALIFORNIA, October 5, *4th Annual Hard Times Fun Run.* For pre-'48 street rods; pickups and Nomads by invitation. For information: Hard Times Car Club, P.O. Box 1003, Reseda, CA 91335. Phone: (213) 344-4755.

KING CITY, CALIFORNIA, October 10-12, *3rd Annual West Coast Van Nationals.* For information: West Coast Van Nationals, P.O. Box 3244, Hayward, CA 94540.

ONTARIO, California, October 10-12, *Annual NHRA-Winston World Finals,* Ontario Motor Speedway. For information: National Hot Rod Association, 10639 Riverside Drive, North Hollywood, CA 91602.

JUNCTION CITY, KANSAS, November 1-2, *7th Annual Rod and Custom Car Show,* Municipal Auditorium. For information: Bill Levinson, 337 West Chestnut St., Junction City KS 66441.

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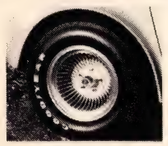

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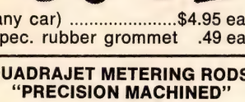

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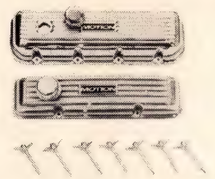

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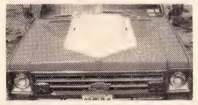

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The best way to go!
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The easiest way to do it!

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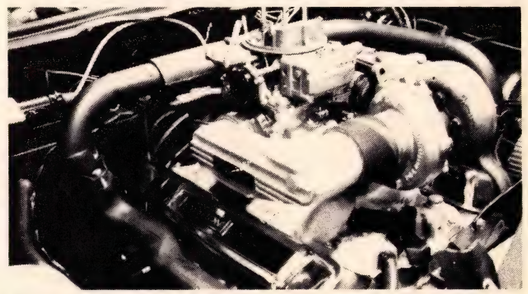

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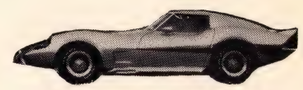

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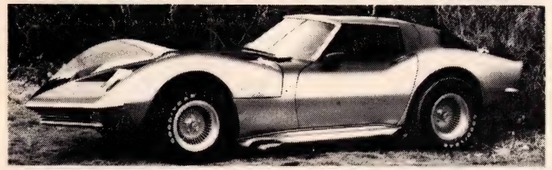

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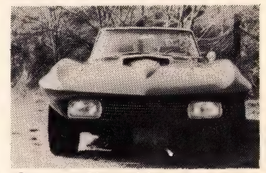

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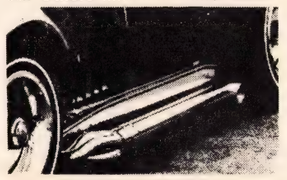

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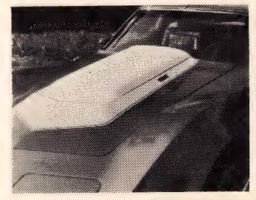

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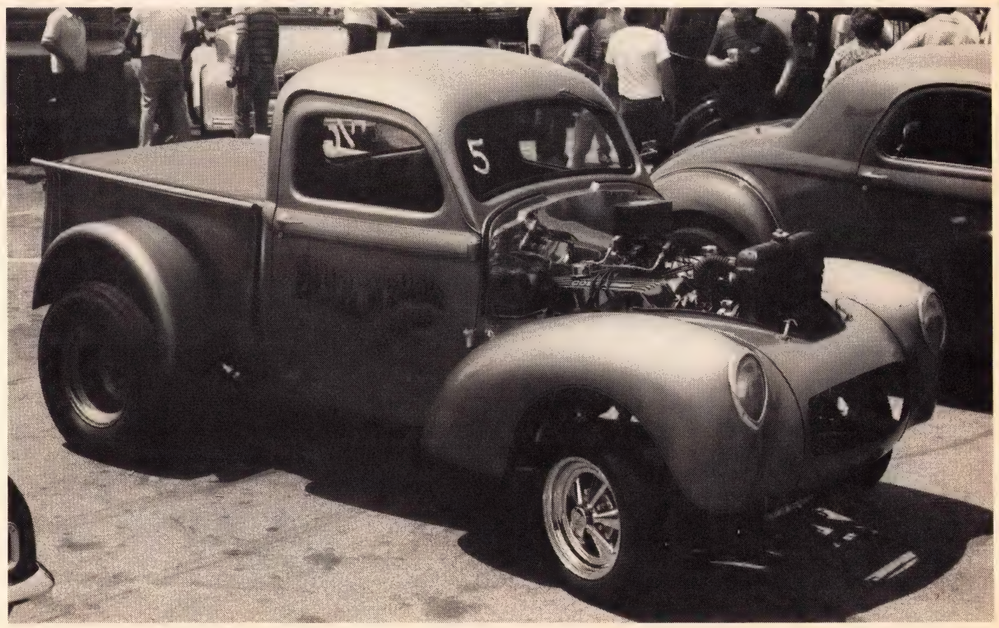
Bill Burch, Anaheim, Calif., made the drag scene in his '40 Willys pickup. It featured a '63 Ford 427 low-riser with an 800 cfm Holley on an Edelbrock manifold, C-6 automatic and '57 Olds rear end equipped with 4.56 gears. Best times were 12.44 at 110 mph.



STREET ROD DRAG RACE

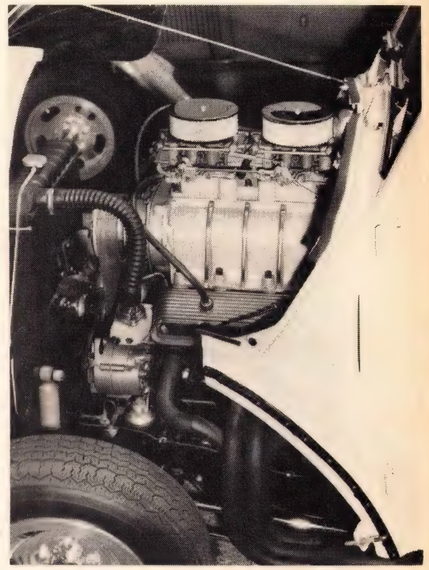
It was '50s-Style Drag Racing at its Best, and it Proved One Thing—a Street Rod Can Hold Its Own With Any Performance Car!

By Lee Kelley

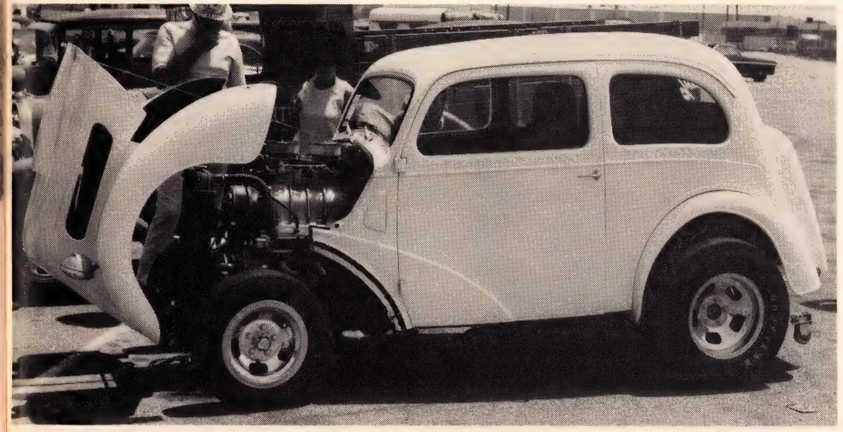
So street rods are all show and no go, huh? All those blowers that guys are putting on their machines are only for looks, right? Just because they're light doesn't mean that T-buckets are quick, OK? Wrong, wrong, wrong. Street rods do run, and run well! That was proven beyond a shadow of a doubt at the first annual Yesteryear Drags, held during the middle of July at Irwindale Raceway, Irwindale, Calif., and presented by the Street Rods Unlimited of Southern California.

Over 100 pre-'54 machines turned out for the successful event, many driving in from as far away as Ohio, Texas, Nevada, Arizona and New Mexico. The two-day affair included a rod run, show and shine, delicious steak dinner, a '50s-style dance, a swap meet and the drag race, plus numerous side activities. The informal, family-type atmosphere was very refreshing, and the participants enjoyed themselves immensely, thanks to the pre-race preparation of the host club, particularly the efforts of co-chairmen Jim Kirby and Tim Benedict and their wives.

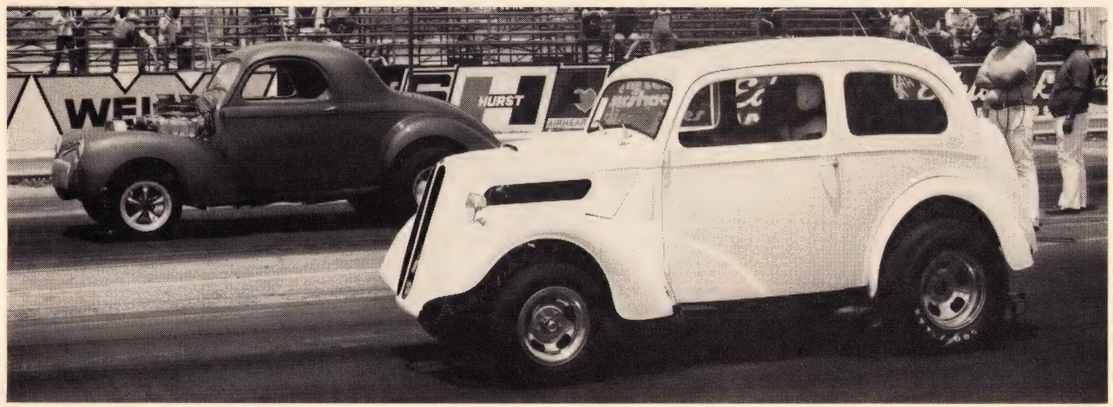
The drag race was a roaring success and proved once and for all that street rods can be safe, economical and still run like Jack the Bear! All participants had to pass a liberal tech inspection, and the majority of the cars that showed up made it through the tech line, a salute to the owners' building expertise. In the street-driven category, there were ETs ranging from the low 11s (much-modified) up to 16 seconds and



Photos by Steve Reyes and Leonard Emanuelson



Ron and Barb Clayton drove their '48 Anglia from Los Alamos, N.M., won AA/GS with easy 11.38, 124 mph passes. Chevy 350 is aided by GMC 6-71 (set up by Ron) and dual Holley 600s. Fiberglass front end is a real weight-saver on 2400-lb. street rod. How about 15 mpg with those 3.70 gears?



STREET ROD DRAG RACE

over (stockers). However, many of the 11-second cars were really 10-second cars that were taking it easy on equipment because they had a long drive back home ahead of them!

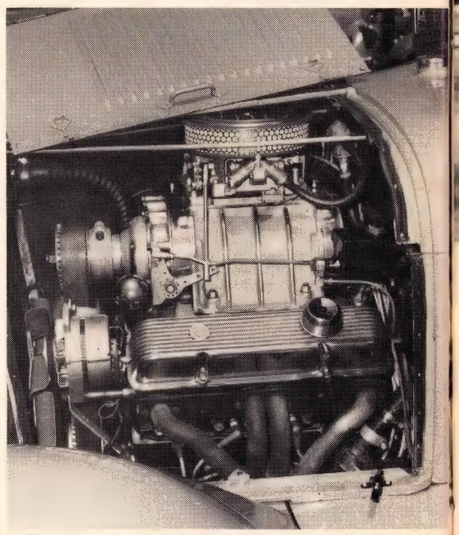
One such car was the slick '48 Anglia belonging to Ron and Barb Clayton, Los Alamos, N.M. On the 800-mile drive to Irwindale, the Claytons averaged 15 mpg in the Anglia, which is powered by a GMC 6-71 blown Chevy 350. Dual Holley 600s feed gas to the Chevy; a Muncie four-speed passes the horsepower to a '57 Olds rear end equipped with 3.70 gears.

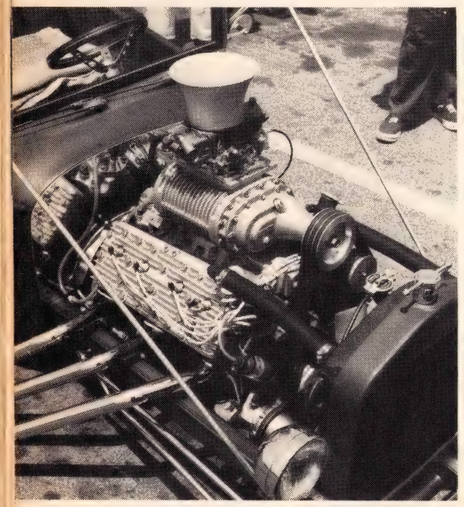
Ron set up the blower following the directions we gave in articles in POP ROD ("How to Set Up A Blower For the Street," May and June 1973). He underdrives his 6-71 25 percent and gets six pounds of boost, about what we get in Project Street Machine driving the 4-71 blower 1-to-1. Ron made several easy passes during the event, "granny-shifting" the four-speed and just idling off the starting line, yet the Anglia ran 11.38 at 124 mph! This is easily a 10-second machine, and yet on the street it's as safe and economical as any you'll find.

Accompanying the Claytons on their trip were Steve and Becky Hight of Albuquerque, N.M., and wouldn't you know they'd have a wild setup, too? The Hights are the proud owners of a '29 Ford stake bed truck, and, you guessed it, it's powered by a 350 Chevy equipped with a GMC 4-71 blower and a single Holley 850 cfm double-pumper. Steve went the Turbo 400 automatic route, which guarantees no missed shifts. The Ford rear end was equipped with a Lenco underdrive setup that allowed Steve to change gear ratios at the strip for better ETs and then change the ratio back for easy street cruisin'. Best run on the stake bed was 12.20 at 109 mph, not bad for a 3400-lb. delivery truck! Without a

Continued on page 88

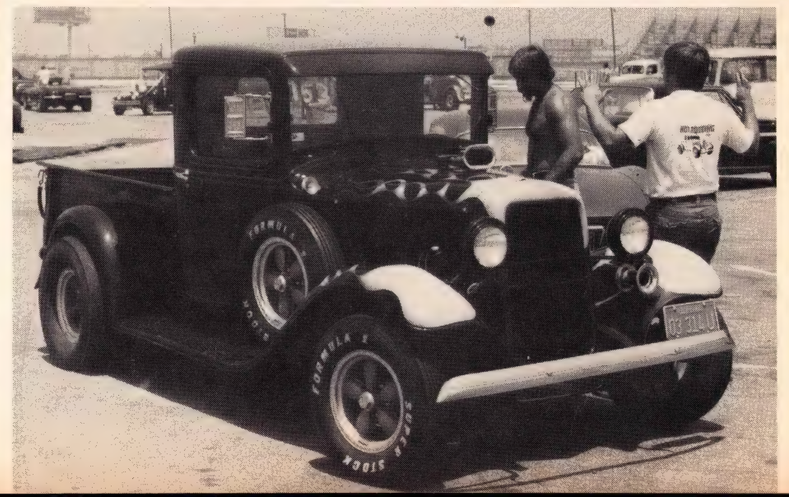
Steve and Becky Hight, Albuquerque, N.M., delighted the crowd at Irwindale with their '29 Ford stake bed. GMC 4-71 blown Chevy 350 powered delivery truck to consistent 12.20, 109 clockings and victory in BB/GS.

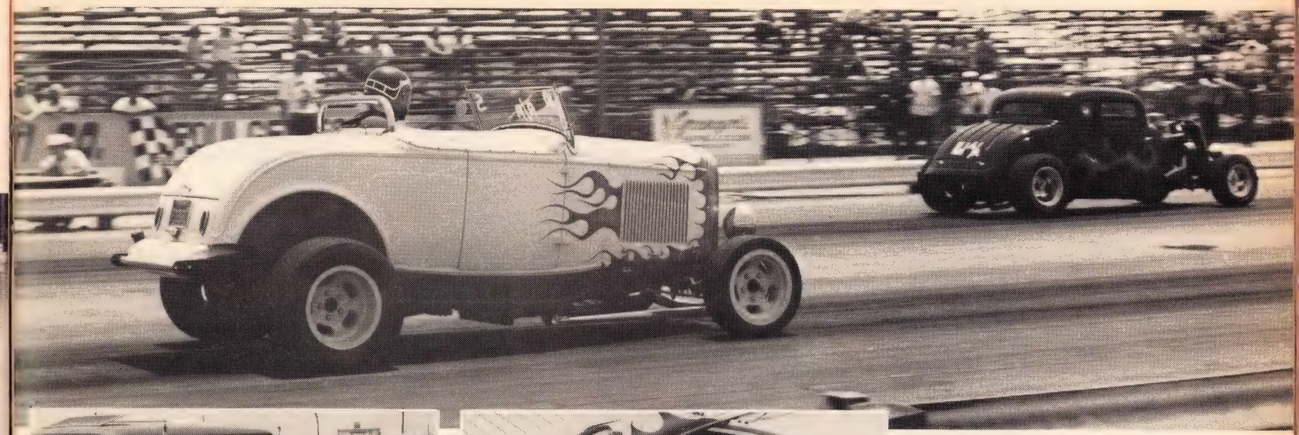




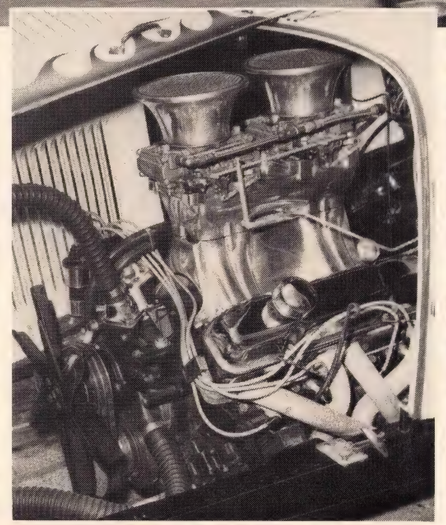
Soon to be a complete feature in POP ROD, we thought we'd tease you a bit with this photo of Dan Neider's fantastic S.C.O.T.-blown Ford flathead. Dan's '23 T street roadster is one of the finest you'll ever see.

"I've had it, I'm through, that's it." But after a few minutes POP ROD editor Lee Kelley had calmed down; the damage wasn't as severe as first indicated, and Project Street Machine is already back in action.



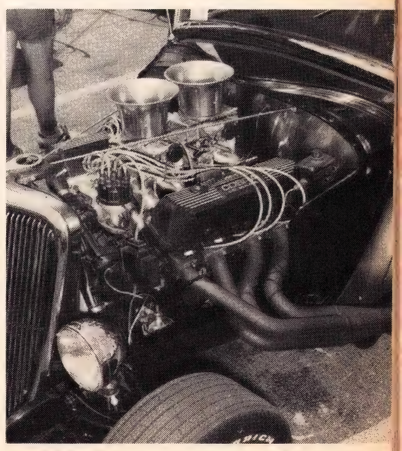


Mike Doll, Anaheim, Calif., made a last-minute decision to run at the Yesteryear event, even though he didn't quite have his '32 Ford roadster set up for racing (he was running a 2.68 gear in the '62 Pontiac rear end). Nevertheless, slick roadster, powered by '64 Plymouth 366-incher with dual Holley 660s on a Weiand Hi-Ram, gave a good account of itself.



Jeff Young, Arleta, Calif., showed that '23 T roadsters really are quick when he toured the quarter-mile in 12.33 seconds at 113 mph. Small-block Chevy 327 breathes through a Weiand Hi-Ram and dual Holley 600s.

In A/A, Cole Cutler, Sacramento, Calif., was the king of the hill. Cole's chopped '34 Ford coupe was fitted with a 428 Ford, dual Holley 600s, C-6 automatic, air conditioning, '68 Corvette IRS rear end setup with 3.70 gears, Opel front disc brakes and rack-and-pinion steering. How about 12.34, 114 mph on street tires!

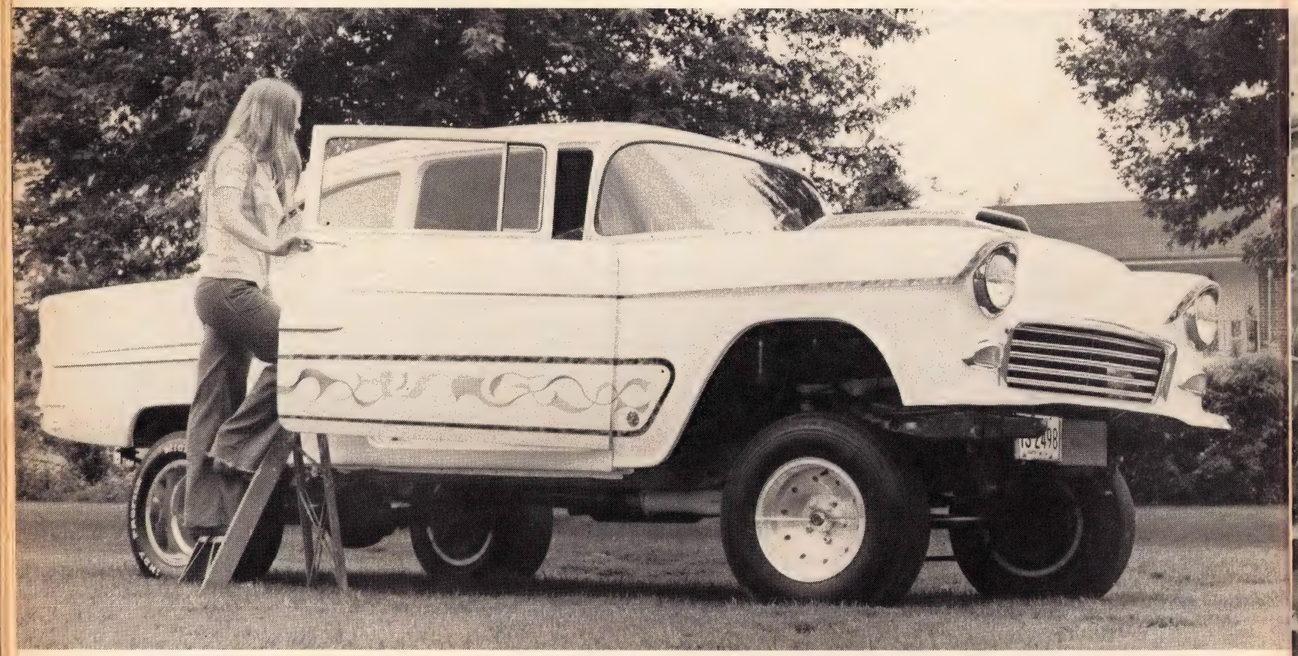


If High Altitudes Give You a Nose Bleed, You'd Better Stay Away From This '55 Chevy!

Photos by Bud Lowery

CHEVY UP!

Fiberglass front end is easily lifted off to expose Pontiac engine. White pearl lacquer was applied by Phil Buland.

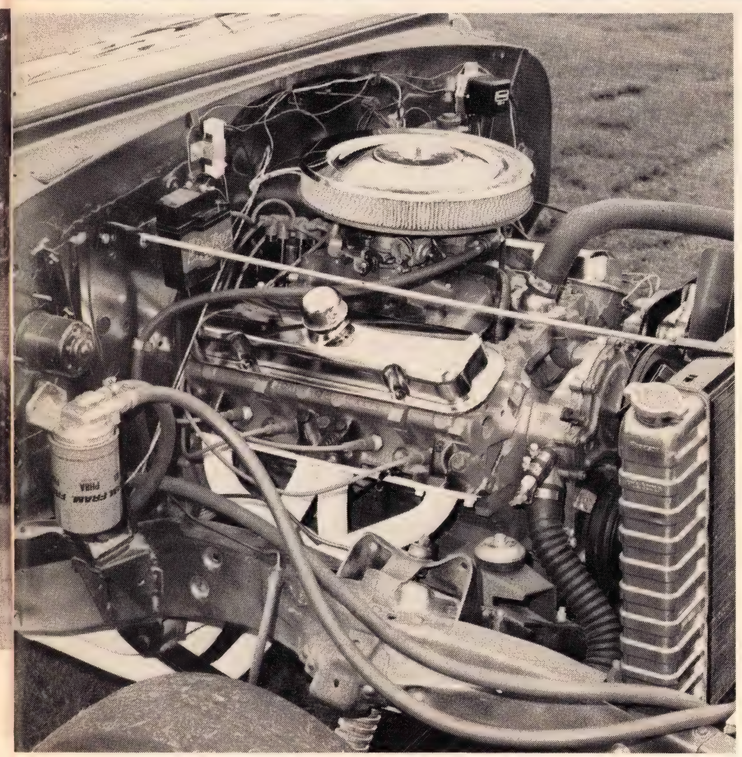


Deb Jauch demonstrates the proper procedure for entering this wild '55 Chevy. Far up!

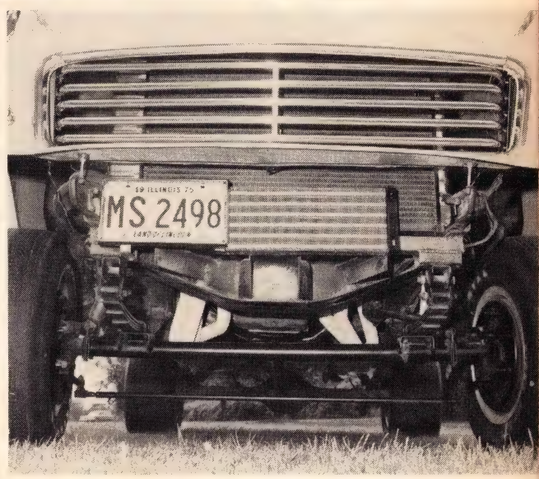
Look! Up in the sky! Is it a bird? Is it a plane? No, it's just Mark and Deb Jauch's sky-high '55 Chevy! After three years of construction, Mark and Deb, Mendota, Ill., have finally gotten their high-rider '55 on the streets, and it never fails to turn heads wherever it appears. Wonder why?

With the help of friend Phil Buland, who's responsible for the white pearl lacquer paint, the Jauchs turned their Chevy into one dynamite street machine. Other than the removable fiberglass front end, the body was left in stock condition. Mark installed a pair of GTO bucket seats, and Deb finished off the interior in black Naugahyde.

The engine is rather a rarity for a Chevy. It's a 400-cubic-inch Pontiac that was assembled using basically stock Ram Air III parts. The heads have been ported and polished, and a Holley 650 cfm carburetor sits atop a stock



Pontiac engine displaces 400 cubic engines, was built using basically stock Ram Air III pieces. Holley 650 cfm four-barrel, Mallory ignition and homemade headers are only modifications.

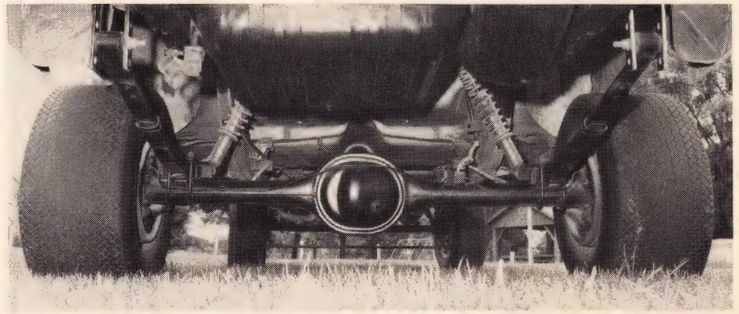


Mark installed an M.A.S. straight front axle and springs to give his '55 that high look. A Rapid Cool oil cooler helps keep engine heat down.

CHEVY UP!

GTO bucket seats were added by Mark, then Deb finished the interior in black Naugahyde. Homemade console contains Stewart-Warner gauges; Hurst shifter operates Muncie four-speed.

Stock '57 Chevy rear end is suspended by special four-inch arched springs and Monroe shocks.



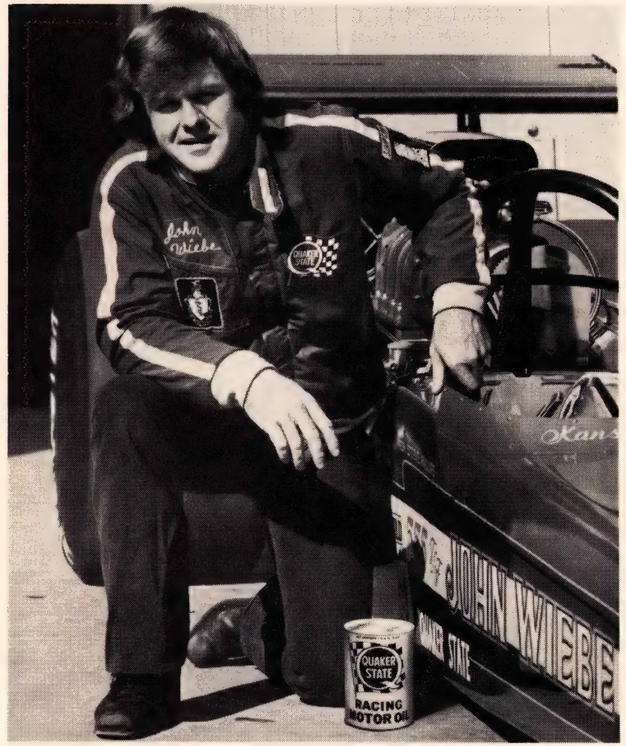
No matter what angle, this '55 Chevy is a show stopper! Mickey Thompson 50 series tires on E-T mags are used at rear, while Uniroyal Tiger Paws on E-Ts handle the front.

manifold. Homemade headers dump the exhaust into a pair of header mufflers. A Muncie four-speed transfers power to the stock '55 Chevy rear end.

In the chassis department, Mark opted for the high look, so he installed an M.A.S. straight front axle and springs. Front spindles are from a '54 Chevy. At the rear, Mark made special leaf springs with a four-inch arch to get everything airborne. Shocks both front and rear are Monroe.

Whether you're into high riders or not, we think you'll agree that Mark and Deb have come up with an unusual combination. Anytime you have to use a stepladder to get into a car, it's definitely not your average grocery-getter!

It figures.



When you're Kansas John Wiebe... and pro dragging is your total thing... and you're wringing out this new Top Fueler that cost 25 thou before you fire up, it figures.

It figures you're going to be awfully itchy about the machinery. Especially the 485 cubic inch Donovan engine. Which is why you want Quaker State Racing Oil in the crankcase. Quaker State is refined and fortified by oil experts to assure premium protection for low end bearings and other essential moving parts that could go pffft in the insane heat of a 6.2 E.T.—240-plus mph run.

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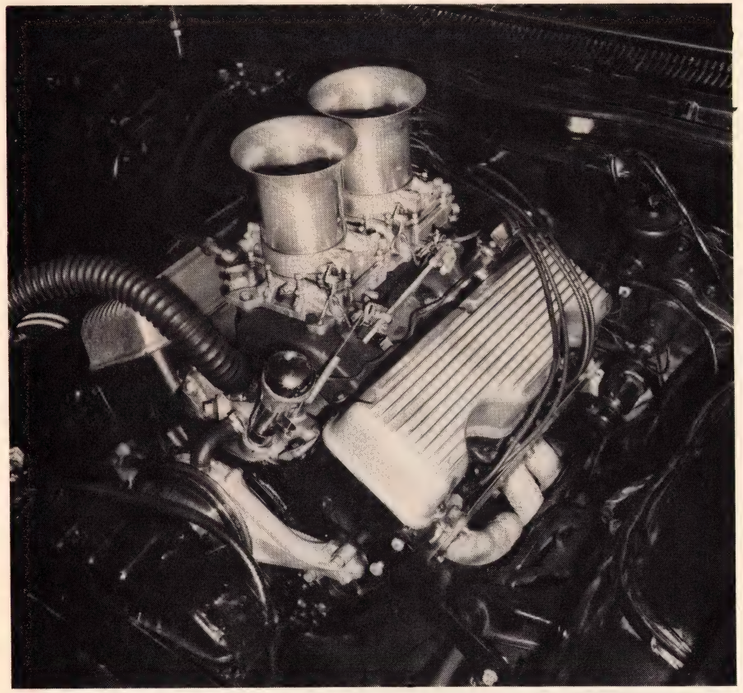
Quaker State your car to keep it running young.

PERFORMANCE-BUILDING CHEVY'S "OBSOLETE" 409



For the Thousands of POP ROD Readers who have Asked, Here is How to Set Up the Engine that Made the Beach Boys Famous!

By Leonard Emanuelson

Chevy's infamous 409 engine made a lasting impression on just about everyone who came in contact with it. Continually scoffed at as a truck engine and boat anchor, somehow the 409 kept putting the Chevy Super Stock cars into the winner's circle, and it produced some lap times for the NASCAR boys that had Ford and Chrysler more than a bit nervous. The success of the 409 wasn't due to a poorly-designed powerplant, as most people had tagged the "W" series engine; in fact, the engine incorporated most of the new developments that have been made in the past 10 years since it was discontinued.

The biggest changes in high-performance engine design recently have been open chamber heads, angle plug heads, staggered valve heads, and increased rocker arm ratios. So what! The 409 had all of these features, plus the advantage of a large bore (4.3125 inches) and a short stroke (3.50 inches) capable of high rpm. Running one of these engines to 7500 wasn't uncommon. In the mid-'60s they had enough power to put a 3600-lb. sedan through the quarter in the low-12-second bracket at around 115 mph. This was with poor tires and something less than ideal gearing. What would the performance capability of these engines be with today's drivetrain and engine technology?

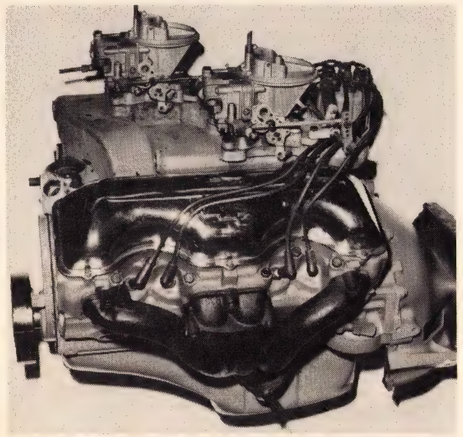
Very few people are still working with the "W" engines these days, so we had to do a little searching to find out how the 409 is faring in 1975. Paul Wright of Paul's Automotive, Akron, Ohio, has been racing 409s since the early '60s and has accumulated quite an inventory of parts, including some of the very rare Z-11 427 factory experimental parts. In this day of 500 hp (and more) small-blocks and over 600 hp Rat Motors, Paul is very successfully racing his 409s in the circle track wars. Very often Paul uses a stock 409 while one of his trick motors is down for a rebuild, and he has found that even in stock condition they can more than hold their own ground.

Actually there is very little that must be done to make one of these monsters really scream using mostly Chevy parts. The place to start is to locate a '62 or later high-performance dual four-barrel engine. The '61 motors had cylinder heads with smaller ports and valves which aren't as desirable as the later ones. Believe it or not, these engines aren't that difficult to find, and if you locate one that has some shaky-looking cylinder walls, don't worry because these engines will accept a whopping .125-inch overbore. Few speed equipment makers still offer parts for the "W" series engine, but there are really only two parts that must come from these sources. If you need a piston larger than .060-inch oversize, then you must go to aftermarket manufacturers. To really get the ultimate performance from the 409, you also need a good camshaft from a specialty cam grinder.

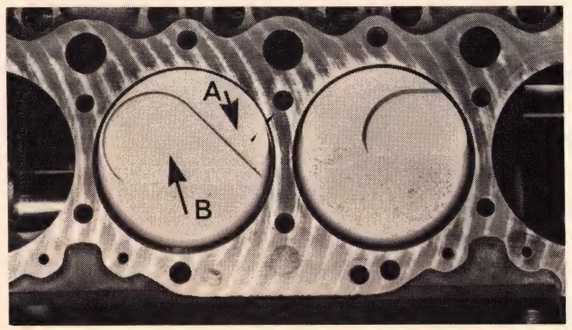
Let's look at Wright's approach to building up the 409. According to Paul there are only two inherent problems with this engine. The first is the great amount of reciprocating weight due to the very large pistons. This not only robs horsepower at high rpm but causes a reliability problem. To compound the problem, the dome thickness on the piston is not uniform, making the piston much heavier on one side than the other. This is a design problem because the piston is tapered to actually form the combustion chamber inside the cylinder. The unbalanced condition of the piston causes rock, which is hard on the cylinder wall and reduces ring seal so there is a loss of power.

The second problem with the 409 is also a design problem but not as severe as the first. The valves are shrouded by the piston on the overlap period which cuts down on the engine's breathing capabilities. Jahns Pistons came up with a solution with their Power Slot-style piston. It featured a large slot cut in the tops of the pistons that formed a passage between the intake and exhaust valves. It was good for a 30 to 40 hp gain with no other changes. Unfortunately, these pistons were a cast piston that were fairly heavy and not very strong. An engine equipped with a set of these should be kept below 6000 rpm.

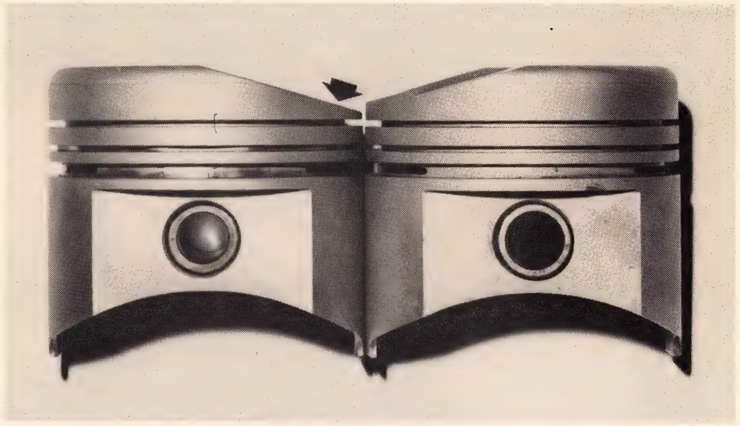
To show you how Paul takes care of these two hangups, we will go through the buildup on what could be considered a good street and strip type of engine. Then we will cover a more exotic version that displaces 496 cubic inches. Paul prefers starting with a block that will bore clean at .060-inch oversize. Then he orders a set of forged replacement pistons from TRW which carry the part numbers L2169F & .060 and L2170F & .060. You will need four of each because the valves are staggered in different directions on four of the cylinders than the other four. After checking



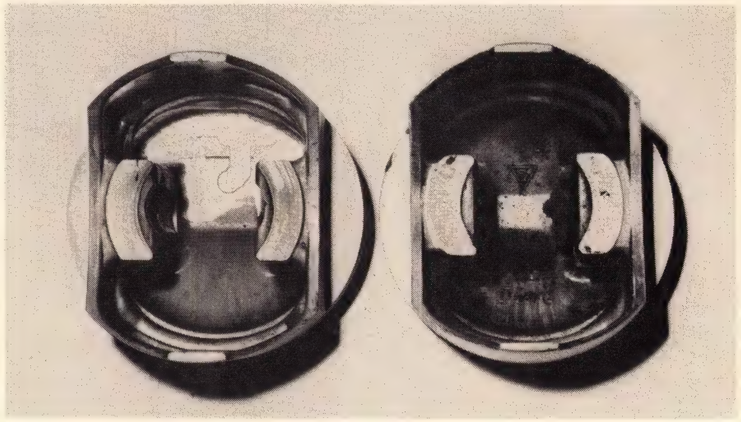
It's 1975, exactly 11 years since the last 409 came off the production line and they are still winning races! Paul Wright of Paul's Automotive, 1291 Tampa Ave., Akron, Ohio, is a 409 addict who uses them for power in his late-model circle track cars. The one shown here is using a Mickey Thompson Power Ram intake manifold with two Holley 500 cfm two-barrel carbs.

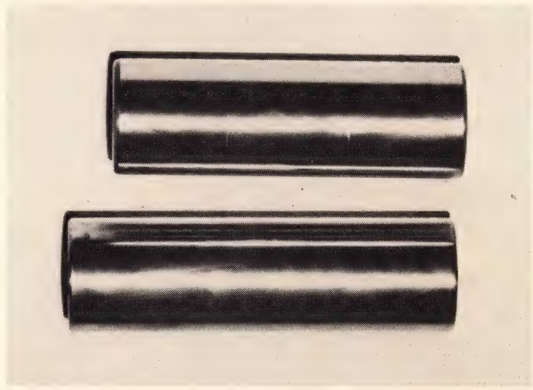


The secret to making good power with the 409 is in the piston dome design. Both of these pistons are stock factory forged pistons. The piston on the left has been internally lightened, .125-inch has been milled off the surface (arrow A) and a power slot .120-inch deep (arrow B) has been added.



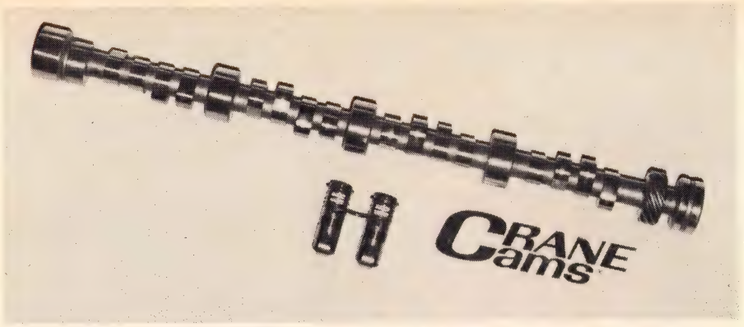
This photo illustrates the .125-inch removed from the deck surface of the piston on the left (arrow) compared to the stock piston on the right. The pistons are milled so that the .125-inch longer Rat Motor rods can be used.



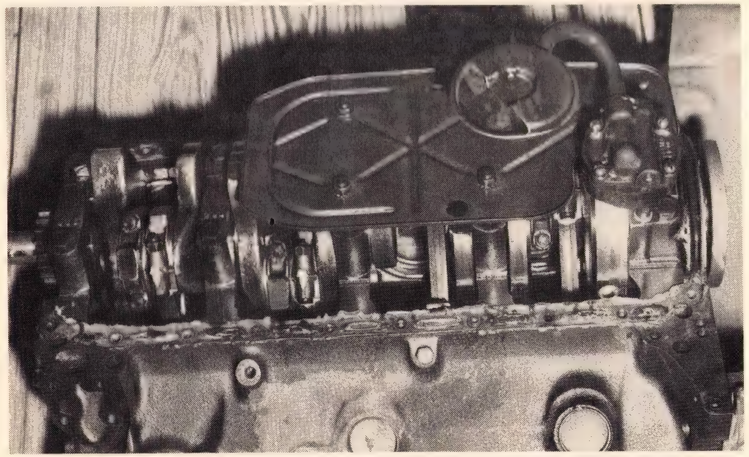


Wright mills a substantial amount of material from the underside of the thick part of the dome (piston on left) to lower reciprocating weight and reduce the tendency of the piston to rock.

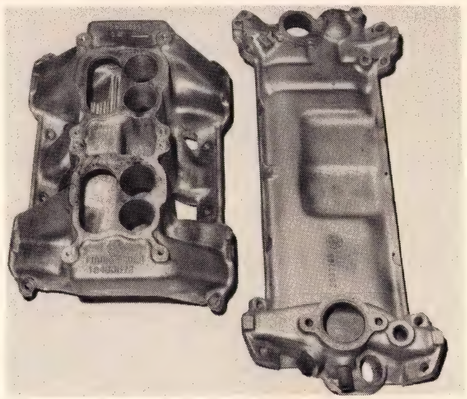
More piston mass is saved by using a Chevy 396 pin (top) which is shorter and lighter than the 409 pin (bottom).



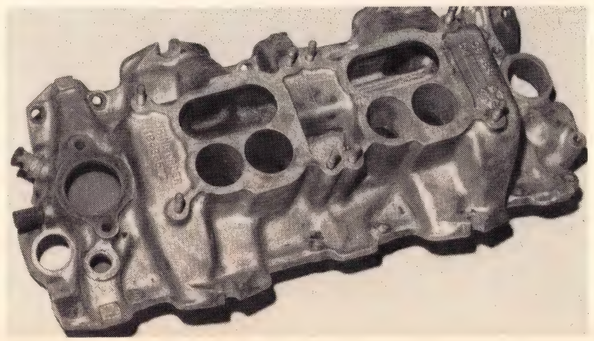
Next to the trick pistons, all that's needed to make a 409 run hard is a good camshaft. Paul highly recommends the two Crane grinds mentioned in the text.



The stock 409 lower end is race-ready just as it came from the factory with high-pressure oil pump and windage tray.



Here is a rare Z-11 factory high-rise intake manifold. It differed from the earlier 409 dual-quad setups because it was much taller and had larger ports. It also used a separate valley cover to keep the hot oil off the manifold.



Standard 409 high-performance intake is a good manifold. It came from the factory with two Carter AFB carbs and is about the only manifold available for these engines.

the individual pistons for size, the block is final-honed for .006-.007-inch clearance. Paul uses Speed-Pro moly rings with a top end gap of .020-inch and second ring end gap of .015-inch.

The pistons are the most massaged parts in the whole engine. First the pistons are put in a mill and the underside, thick portion of the dome is machined with an endmill until the piston will almost balance level when hung from the pin. Then the piston is turned over and the deck surface is cut down .120-inch. This would really lower the compression ratio if this .120-inch cut wasn't compensated for by using a longer connecting rod.

Paul uses Rat Motor rods which are .120-inch longer than stock because the engine has responded well to the longer rod. There is no modification needed to use these rods in the 409. Paul uses the smaller 3/8-inch bolt version because it is lighter and is still plenty strong. The piston domes receive one more machining process in the mill. A power slot slightly larger than the diameter of the intake valve is cut .120-inch deep across the dome of the piston. By doing this, Paul has the advantage of the Jahns design plus the strength of a forged piston capable of 8000 rpm or more.

Additional weight is saved at the piston by using a big-block Chevy 396 piston pin that is much shorter than the 409. The forged 409 piston is grooved for Tru-Arc retainers, and the pin is full-floated in the connecting rod. With all of the milling on the piston plus the short pin, a net weight savings of 140 grams is possible.

As with most Chevrolet engines, the bottom end and oiling system offer no problems on the 409. Paul is not against grinding a crank .030-inch if need be; he sets bearing clearances at .002-inch for the rods and .003-inch for the mains. On a strictly-racing engine, these clearances are opened up .001-inch. There is one modification that Wright makes to cut down on the amount of oil that goes to the top end of the motor. The rear cam bearing is put in the block with the oil holes slightly misaligned (closing off half the hole) to restrict some of the flow to the lifter gallery. The stock oil pump windage tray and pan do a good job for most applications.

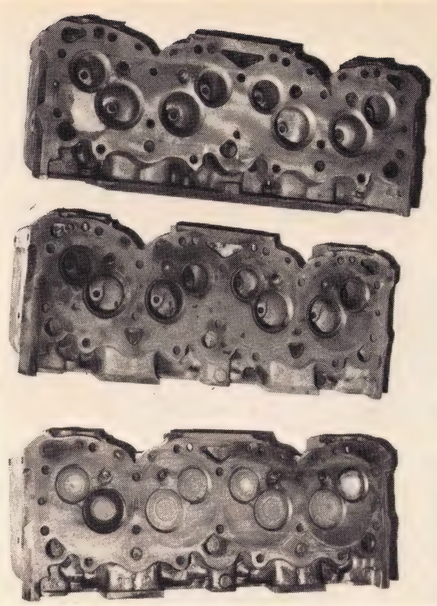
To really pull the horsepower from the old 409, a good camshaft is required. Paul highly recommends two cam grinds that Crane still has available. For street and strip, use a Crane F284-2 flat tappet cam and kit. This cam has an advertised duration of 284 degrees on the intake and 294 degrees on the exhaust. Lift at the valve works out to .529-inch for both valves with a 1.75-to-1 rocker arm ratio. For full competition, a Crane R312 and related kit are good for a big increase in power. This roller tappet cam carries 262 degrees duration measured at .050-inch valve lift and has .597-inch lift at the valves. A stock Chevy timing chain and gears have never given any trouble, even under the extreme usage of circle track racing.

The good ('62 and later) 409 heads have 2.19-inch intakes and 1.76-inch exhausts. Paul does very little to the cylinder heads because they are more than adequate in stock condition. The valve guides are checked and a good single-angle 45-degree valve job is done. A set of Crane valve springs that correspond with the cam are installed with steel retainers, and the heads are ready. If you are really lucky and stumble across a set of Z-11 heads and intake manifold, your engine will breathe even deeper. These factory experimental heads have an intake port configuration very close to the later Rat Motor heads. The exhaust ports are also notably larger. The intake manifold for the Z-11 is much higher and used a separate valley cover that isolated the oil heat from the manifold. The heads are installed with a Victor 1178 head gasket that has a compressed thickness of .037-inch.

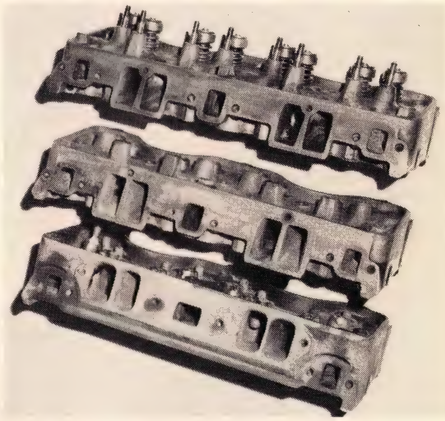
For carburetion on the 409 you are pretty limited to factory parts because what little aftermarket manifolds were produced are nearly extinct. The stock dual-quad high-rise manifold is a good unit with a set of Carter AFB carbs; if you are restricted to a single four-barrel setup, the factory aluminum high-rise works well. Paul uses one of these with an 850 Holley double-pumper to meet his race sanctioning body's rules, and the car runs extremely hard. He also has an old Mickey Thompson Power Ram manifold which is the early ram log style. At times the single four-barrel is discarded in favor of the Power Ram with two 500 cfm two-barrel carbs.

The correct header size for the average 409 engine is a two-inch diameter primary pipe, 30 inches long. Final tuning can be made by varying the length of the 3½-inch collector. If your 409 is primarily a street car, the factory cast iron exhaust manifolds are pretty close to headers in the performance department, although they are mighty heavy.

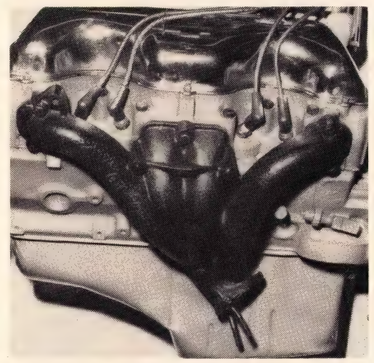
Now that we have covered the majority of the engine assembly, there are a couple of interesting side lights we should mention. First of all, the deck surface of the engine block is not at a 90 degree angle to the cylinder bore. In fact it is on a 16-degree angle to the bore, so a boring bar cannot just be bolted to the deck. Probably the best way to bore a "W" series block is to use a boring table that locates the block by passing a bar through the main bearings; the boring bar then bores 90 degrees to this axis. Another point of caution is to install the pistons in their respective holes. If you are in question, look at the cylinder head; this will show you which way the valves are staggered.



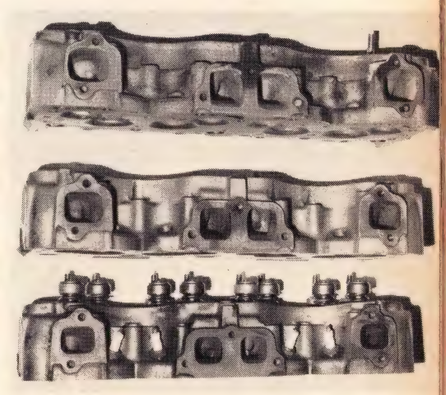
You can't get a more open chamber than the 409 cylinder head! Because the combustion chamber is in the cylinder, the valves are totally unshrouded. Spark plug was angled to give it an ideal location in the chamber. Cylinder head on bottom is a 348/early 409, the middle head is high-performance '62 and later 409 and the top head is a rare large port Z-11.



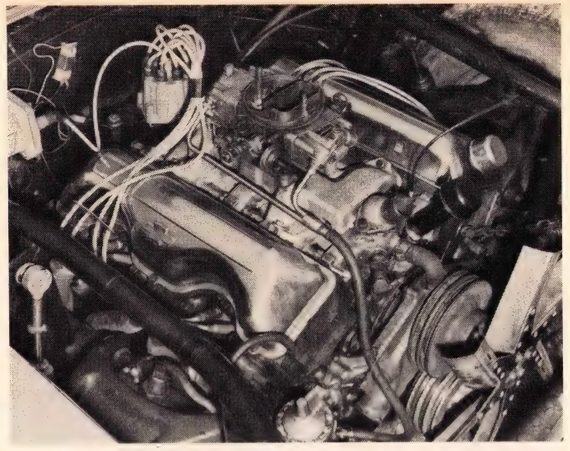
A glance at the intake ports of the three different heads show notable differences. The top head, which is an early 409, has small ports with irregular shapes. Middle head is the large port '62 and later high-performance head. Bottom head is the Z-11, which featured raised short ports that are very similar to the Rat Motor layout.



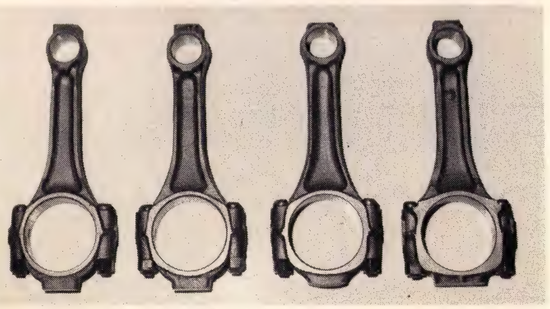
It's getting really hard to find a set of headers for a 409. The next best thing is the factory cast iron exhaust manifolds which had individual runners terminating in a 2½-inch pipe.



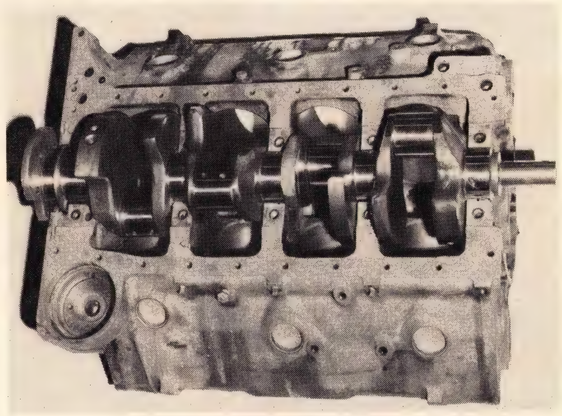
A comparison of the same three heads at the exhaust ports reveals a striking difference in size between the 348/409 on the bottom, late 409 center and Z-11 top.



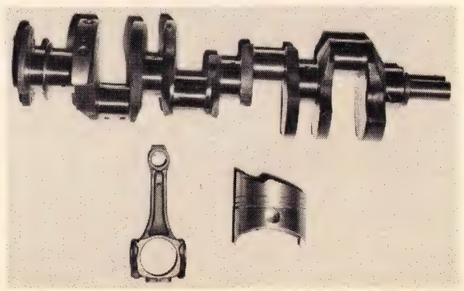
For those cars that must use a single four-barrel (such as Paul Wright's late-model Camaro circle racer), a good manifold is the factory single four-barrel high-rise unit.



There are four possible rods that can be used in the 409. The lightest (and weakest) is the 348 rod on the left. Next to it is the standard high-performance 409 rod which has more reinforcing around the big end. Third from left is Z-11 rod that is even stronger than the 409. The ultimate rod for these engines is the standard 3/8-inch bolt Rat Motor rod (on right) that is approximately .125-inch longer than stock. It is very strong and produces more power due to better rod angularity.



The Chevy 454 crankshaft is almost a drop-in. To make it work, the main bearing journals must be turned .010-inch or the block must be align bored .010-inch oversize. The counterweights must be trimmed slightly to clear the block, then the crank is internally balanced.

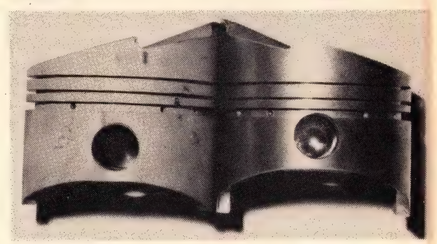


If 409 cubic inches isn't enough torque for you, this little kit will build a 496-incher out of the 409. It features a modified Chevy 454 Rat Motor crank, 427 Rat Motor rod and .125-inch oversize Jahns Power Slot piston. This would make one heck of a boat motor!

For those street freaks and boat people that still believe there is no substitute for cubic inches, there is another version of the 409 that Paul has been playing with. The 409 will make a good 496 incher that should drown out the thunder of any 454 Rat Motor. For this engine Paul installs a 454 Chevy crankshaft into the 409 block. The main bearing journal diameter of the 454 is .010-inch larger than the 409, so the crank mains must be turned .010-inch or the 409 block can be align bored this amount. Some minor trimming on the crankshaft counterweights is necessary so that they will clear the block. The 454 crankshaft, which is normally externally balanced by the harmonic balancer and flywheel, will have to be internally balanced.

With the four-inch stroke of the 454 crank, the block is bored .125-inch to give the 496-cubic-inch total displacement. Jahns makes the Power Slot cast piston available in .125-inch oversize in both 11-to-1 and 12-to-1 compression ratios. Due to the 1/2-inch increase in stroke and the 1/8-inch longer Rat Motor connecting rod, Paul has Jahns move the piston pin location up 3/8-inch to come up with the correct deck height. This puts the pin right into the oil ring land, but this doesn't cause any problem. Due to its size and the cast pistons, the 496 should be kept below 6500 rpm, but the torque is so enormous that the correct gearing will give you a real performer.

The major modifications to the piston domes and lightening process was available from Paul's Automotive, 1291 Tampa Ave., Akron, OH 44314. Paul also has an enormous collection of 409 parts if you happen to have trouble locating any. We have gathered two complete 409/409 hp engines together from which we intend to build one good one. All we need now is a good '62 Chevy body and we will be in business!



Jahns Power Slot pistons are available in 11-to-1 or 12-to-1 compression ratios. When building the stroker 496, the pin hole must be moved up 3/8-inch to compensate for the 1/2-inch increase in stroke and the .125-inch longer Rat Motor rod. Because of the tremendous mass of these pistons, they expand greatly when hot. They require .011-inch piston-to-wall clearance to prevent scuffing.

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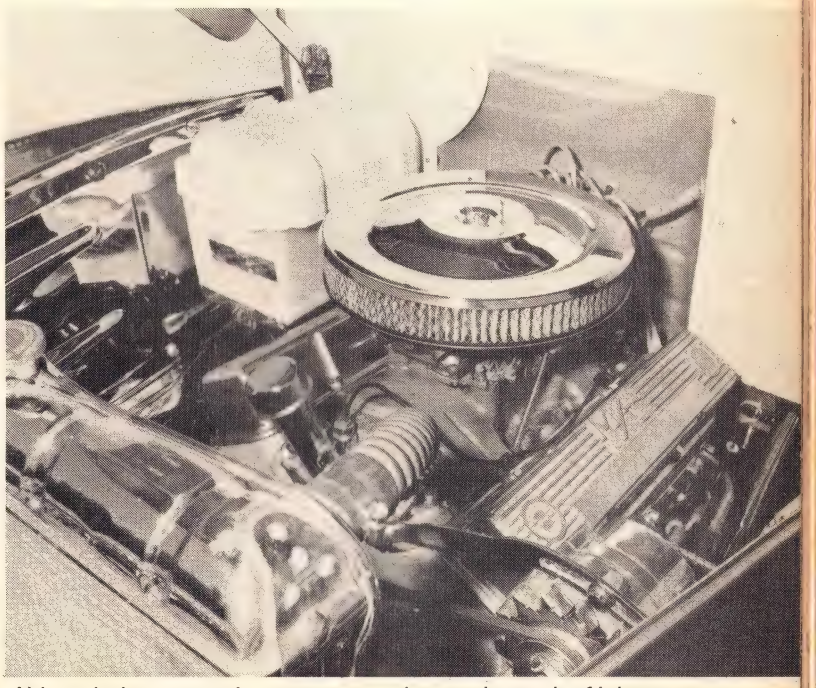
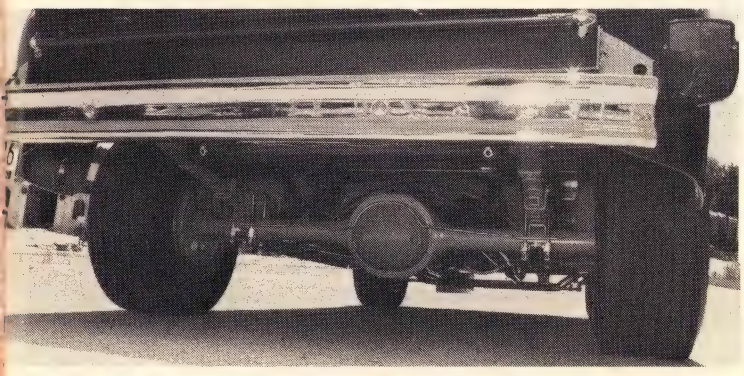
The Al Reidner-designed interior is done in a matching Burgundy shade. The seats are Monte Carlo swivel buckets. A Hurst shifter leads to a Muncie four-speed transmission.

Late-model Chevy small-block features 12.5-tc-1 pistons, Crane hydraulic cam and kit, ACCEL ignition system and Holley 850 cfm double-pumper four-barrel on an Offenhauser 360-degree intake manifold. Engine compartment abounds in chrome and gold plating.





Although the suspension system remains stock, much of it has been plated. The rear end is a '67 Ford with 3.70 gears. Those wide rear tires are Uniroyal H60s mounted on 10-inch-wide Ansen wheels.

You just can't keep a good ol' pickup down on the farm!

TRUCKIN' TEXAN

Photos by Bob McClurg

A '52 Ford farm truck is an unlikely suspect for a show car, but when the stock flathead engine expired, owner Dr. Graham Wilson, Jr., San Antonio, Texas, swapped in a Chevy V-8, added just a little chrome, and before he knew what had happened, the doctor was $11,000 poorer and owned one of the finest pickups ever assembled. His '52 Ford 1/2-ton has won numerous first place awards from best custom to best undercarriage. Probably the most outstanding feature on the truck is its Candy Burgundy paint by Spooks Custom. Dr. Wilson had the truck painted three times to get the desired color. The deep translucent paint is highlighted by endless chrome and gold plating by Alamo Chrome Plating of San Antonio.

Although the truck is fairly heavy at 4800 lbs., it moves right along with the modified 327-cubic-inch Chevy small-block. The engine has been bored .030-inch oversize for TRW 12.5-to-1 pistons and double moly rings. The camshaft is a Crane hydraulic with .460-inch lift. ACCEL built the dual-point distributor and spark plug wires, and the carb is a Holley 850 cfm double-pumper on an Offenhauser 360-degree manifold. The exhaust system is made up of Cyclone headers which dump into a pair of truck mufflers.

Dr. Wilson replaced the stock drivetrain with a Muncie four-speed behind an 11-inch Hays clutch assembly. The rear end was modernized with a 1967 Ford setup with 3.70 gears. Although the front and rear suspension remain stock, a later '56 Ford pickup steering box has been installed. The wheels are 15-inch-diameter Ansens, eight inches wide in front and 10 inches wide in the rear. Uniroyal F60 front and H60 rear tires keep the truck firmly planted on the ground.

Most rodders would have selected the more popular '55-'57 Chevy or '56 Ford pickups for starting material. Instead, Dr. Wilson took a hopeless case and, with much time and money, transformed it into a unique show winner.

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POP ROD'S SUPERVAN!

By Jay Amestoy

The Transformation From a Clapped-Out Utility Vehicle to a Show-Stopping Vanner's Dream is Now Complete!

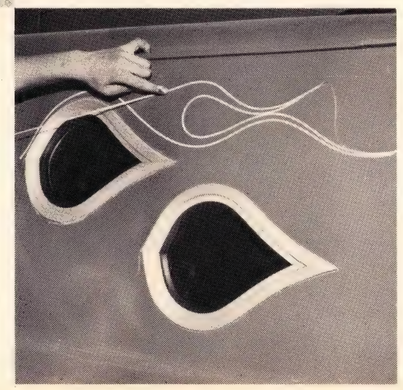
Photos by Steve Reyes and Jay Amestoy

What started life as an unassuming, unpretentious and very inconspicuous '68 Ford Econoline 200 has been reincarnated as POP ROD's Supervan. Supervan evolved to its present state in less than three months, and its two major identity-altering operations, the paint job and interior conversion, were covered in the August and September issues of POP ROD. While the process has been inordinately quick—at least as far as our project vehicles go—the changeover from a very-used utility-type van to its present show-stopping guise was actually not very involved.

POP ROD's Supervan is shown just prior to flame application. Masking is very critical.

Sanding dust is wiped off as edges are checked for lifting or tears.

Creating desired flame shape for a flame job is done with thin 1/8-inch masking tape.



Recognizing that most vanners—unlike most rodders—are not as concerned about performance as appearance, we purposely steered clear of doing any engine modifications. Fortunately, our van came to us equipped with a healthy original-equipment 302 V-8 that still had a lot of life in it and a respectable amount of performance considering its age. The three-speed C-4 automatic transmission was also up to its job and required no attention. Some of the other mechanicals, however, weren't in such hot shape. The steering box needed some thorough looking after, and the suspension, while still in decent condition, required a new set of shock absorbers.

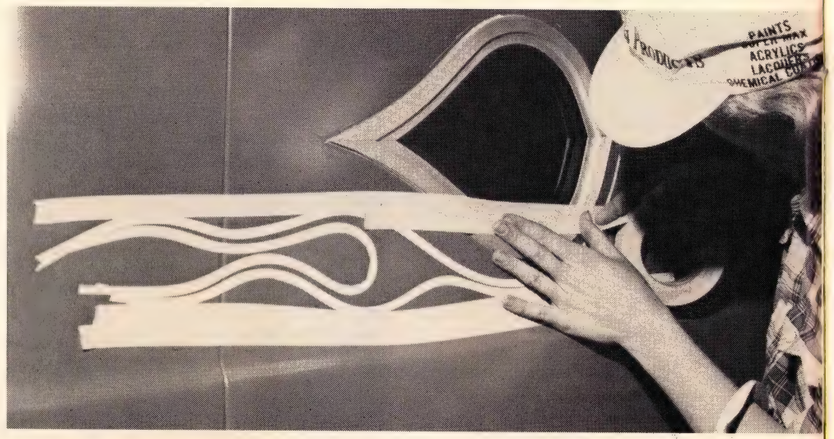
For shocks we turned to the Winner Corporation of San Diego, Calif., makers of Four-Way adjustable shock absorbers. These shocks are unique in that they are fitted with coil springs that are attached to both ends of the shocks by collars that can be adjusted to pre-load the shocks to any desired setting. Pre-loading the shock by extending the spring and then tightening the collars at either end will lower the vehicle's ride height and will, at the same time, give a flatter stance through corners. The Four-Way snubber-type shocks also inhibit body roll because the springs reduce shock travel on rebound or when the load is taken off that wheel, such as when the inside left wheel lifts while making a hard left-hand turn.

Although Four-Way doesn't make a pair of shocks for the front of early Ford Econolines (though they do for Dodges, Chevys and the new '75 Econoline), we did fit a pair of them to the rear of our Supervan. The results were dramatic. The van's tendency to roll considerably when cornered even moderately hard almost disappeared completely. This flat

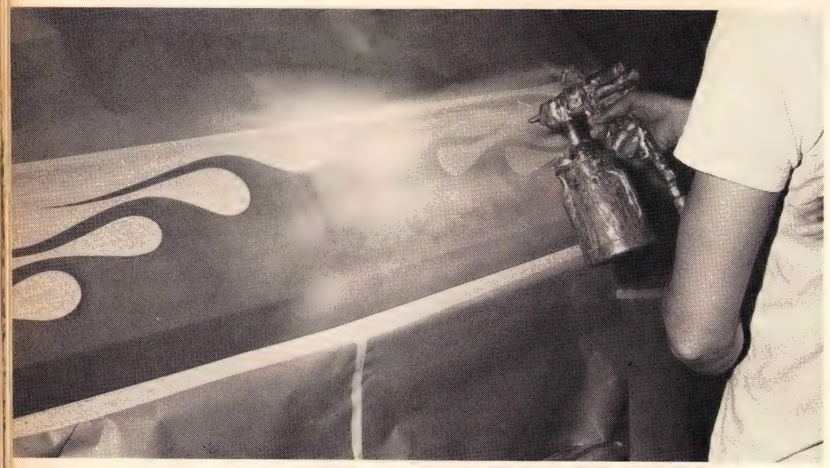
attitude amazed every staff member who drove the van. At $29.50 each, we strongly recommend these shocks for any van or passenger car.

While we were delving into the mechanical side of our van, we decided to replace the tired side pipes that it came with for a set of new Hooker Universal Side Mount pipes. These chrome pipes (which are also offered in black at a cheaper price) are great image-improving bolt-ons that are also functional. Though they look like they're attached to a header system when their four-into-one pipes are viewed from the side, the Hooker Side Mounts can be linked to either a header pipe or header system because three of the tubes that curve under the van are phonies.

Standard-width masking tape is then used to cover outer edges of flames to protect parts of van not intended to be flamed.



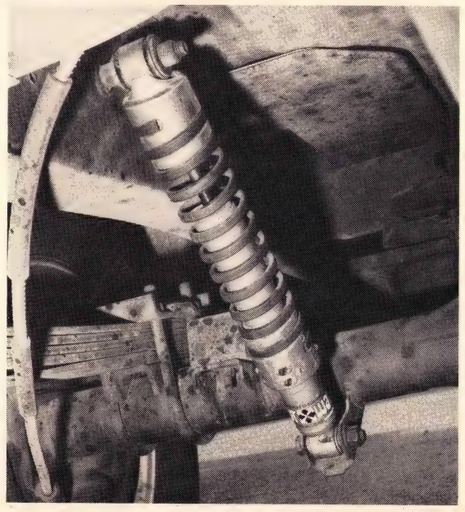
A white base coat is sprayed over flame surface before bright yellow and candy red lacquers are applied. Entire van was covered in a final coat of clear lacquer after flames were complete.



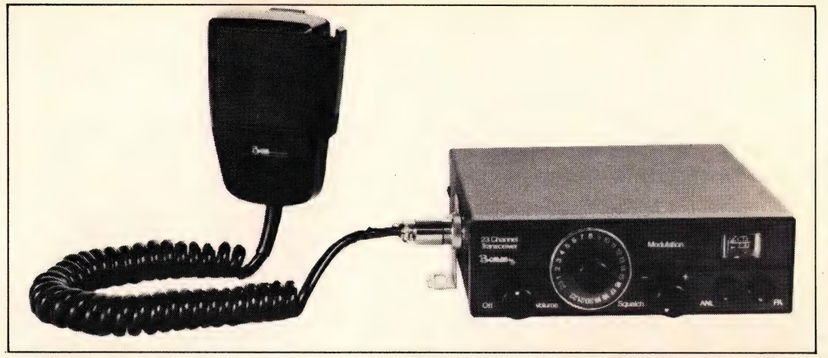
Our Hooker side pipes were connected to the engine's stock manifold header pipe, but no one will be the wiser. Installation is a simple matter of welding the rear pipe (the other three are blocked off) to the header pipe and attaching the side pipes to the sides of the van with the brackets that are included in the Hooker kit. The mufflers for the exhaust system are 30-inch tubular slip-in types that fit snugly into the pipes. A six-inch longer muffler is available for the 70-inch and 80-inch pipes if you'd like to quiet things down a bit. We recommend them. Hooker makes the Universal Side Mount pipes in three sizes: 60-inch, 70-inch and 80-inch, which means they'll fit virtually any car or truck. Our 70-inch Side Mounts were priced at $235, including the mufflers.

Other items that found their way onto

Four-Way adjustable shocks act as a stabilizer and shock all in one. Spring around shock can be extended to lower ride height and insure flatter cornering.



(Opposite) For our van we selected the latest from Concorde, the new steel-belted SR radials. Deep-cut tread pattern reduces possibility of hydroplaning in the wet. Wheels are 7x15-inch Western Wheel Cyclone finned aluminum mags.

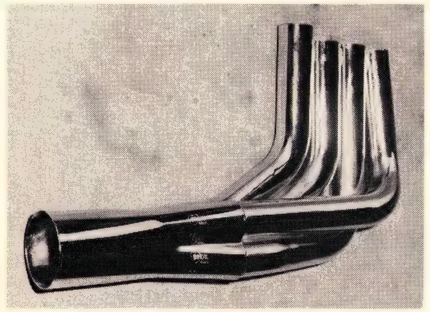


The "in" accessory for vans nowadays is a Citizen-Band radio. They're highly useful and require only a minimal license fee ($4) that's good for five years. The set we chose was a 23-channel Boman-Astrosonix unit, model CB 720, which sells for $120. It comes complete with all necessary mounting hardware. Only the antenna is optional.

Supervan were wider tires and wheels. The wheels we selected were the latest finned aluminum one-piece mags from Western Wheel in La Palma, Calif. Called Cyclones, these new wheels are the most stylish rims we've come across. We chose the 7x15-inch size; they are wide enough to fill in the wheelwells but don't extend out past the bolt-on fiberglass fender flares or cause any clearance problems.

Concorde, a name often seen in the pages of POP ROD, supplied us with a set of their new steel-belted SR radials. These wide-track G60-15 tires have a strong, deep-cut, semi-block pattern tread that performs as well as it looks. This tread pattern works well in eliminating hydroplaning in the wet, and dry traction is superb. The Concordes, with their raised white letters, and the Cyclone finned mags are an unbeatable combination when it comes to improving a van's handling and appearance.

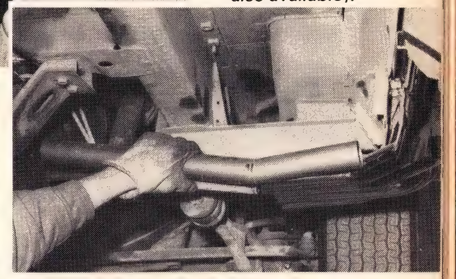
Another addition to our van, one that has almost become synonymous with truckin' in general, was a Citizen-Band radio. The people at Boman Industries, makers of Boman-Astrosonix radios, supplied us with their low-budget CB unit that's specially designed for van and pickup installations. The 23-channel CB unit, model CB 720, retails for only $120 and is loaded with such features as an



Hooker Side Mount exhaust system replaced our van's old side pipes. Three forward pipes are phonies; only the rear pipe is connected to exhaust system. Hooker system is available in three lengths.

Boman CB 720 was easily installed underneath left-hand side of dash. We recommend additional speaker be placed near driver's head to eliminate road noise interference.

Actual welding can be done at any muffler shop. The 70-inch Hooker Side Mounts sell for $161 in chrome (black is also available).



automatic noise limiter, lighted channel indicator, microphone with on/off button, delta tuning, an outlet for a public address speaker and an external jack so that an additional speaker can be placed nearer the driver's ear. This latter feature is particularly advantageous since the speakers that come built into the chassis of most CBs lack clarity because they're located so far away from the driver. Road noise tends to drown out the built-in speakers.

Our CB was quite easy to mount, no more complicated than installing an under-the-dash radio. Since we already had a whip antenna mount, antenna installation was also no problem. The recommended antenna height for maximum CB transmission and receiving is nine feet, so a whip antenna is a good idea. If you're worried about hitting things with an antenna of this length, you can go to dual truckers' antennas which are about a third as tall and mount atop

the side mirrors. These also perform well. Setups less than a nine-foot whip or dual truck antennas will not provide adequate transmission or receiving range, so do the job right the first time.

A CB is definitely a handy item to have in a van. Should you have an emergency or come upon an accident, distress calls can be sent over your CB's channel nine, a channel reserved solely for emergency calls. There are also a number of channels on which you can hear a steady stream of truckers' chatter while out on the open road. Listening to them talk back and forth in their CB dialog is always interesting and is an ideal way to stay awake on long trips. The truckers are informative, too; they keep a constant vigil for speed traps while barreling across the nation's highways in their "18 wheelers." When they stumble upon "Smokey the Bear" (the highway patrol) or spot a "picture taker" (radar equipment), they're quick to sound off over their CBs. Any way you look at it, a Citizen-Band radio is a good investment for your van.

One of the most noticeable additions to the POP ROD Supervan is its eye-catching flame job. At our request, Kolor Me Kustom, Anaheim, Calif., and Ed Herling at Ed's Art, Fullerton, Calif., took our bread box on wheels and gave it some character by laying down bold bright yellow and candy red flames across the van's short snout that fan out as they round the fenders into even

Auto-Haus sunroof, Imaginary Glass fender flares and spoiler, Hooker Side Mounts, Cyclone wheels and Concorde steel-belted tires are just some of the additions to the POP ROD Supervan.

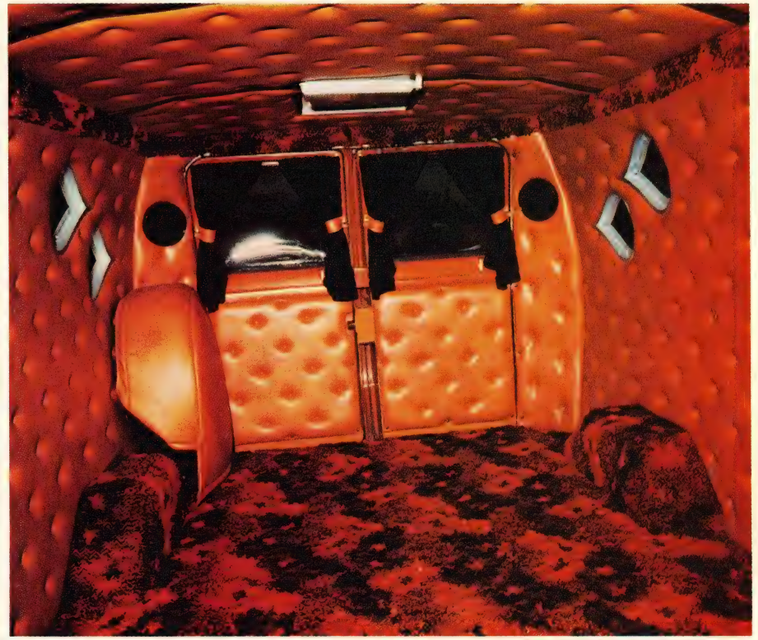
High-back swivel bucket seats are also available from Comfort-Craft.

wilder flames on the sides. They even streamed flames off the pair of Contempo 1 teardrop-shaped portholes on each side for added emphasis. The effect, which is clearly evident in the color photos on these pages, is outstanding.

From time to time you may see our Supervan at races, van-ins and other events. Since it was built to be an all-purpose vehicle, we intend to use it as such. Leaving the rear three-quarters of the interior uncluttered means the Supervan can be converted into overnight accommodations (by simply putting out a couple of sleeping bags) or a parts hauler (spreading out a drop cloth to protect the high-low shag carpeting) or a show-stopper (just parking it somewhere will cause a crowd to form). In any case, we think our '68 Econoline turned out very nice. So if you need a little diversion from roddin', you might try truckin'.

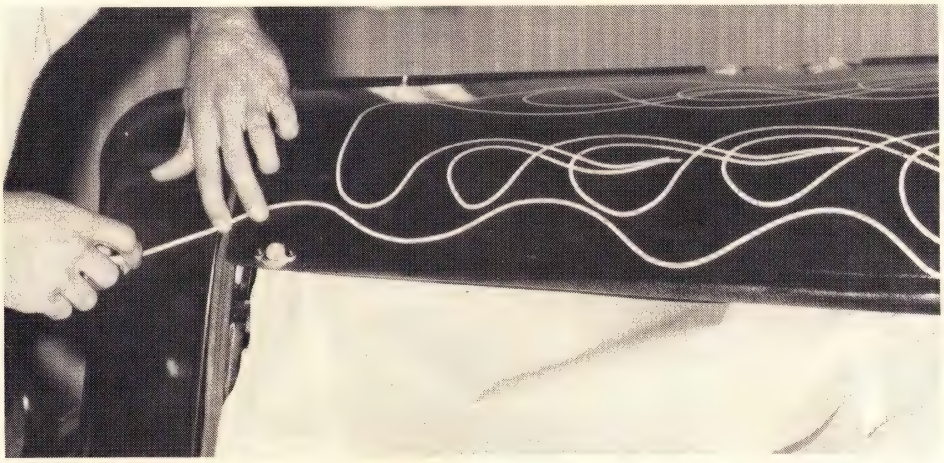
Comfort-Craft, Anaheim, Calif., installed this interior which features Horizon high-low shag carpeting, button and tuck Naugahyde side, ceiling and door panels and velour curtains. This interior is also available in kit form for do-it-yourself installation.

(Bottom) Stretch Forming Corp., Fountain Valley, Calif., makes the unique Contempo 1 teardrop portholes and dark-tinted bubble rear windows. Kolor Me Kustom was responsible for paint and flame job.



FORMULA
STOCK
FORMULA
SUPER STOCK

Once the pickup was completely masked and the 19 coats of black lacquer allowed to dry a day, Street Customs Limited flame specialist Ron Anzalone laid out some freehand flames with 1/8-inch masking tape. The tape must be stretched slightly and guided with the fingers of the other hand, pressing it down firmly.



The fender design was done in a similar manner with a design that followed the contours of the fender shape. The ¾-inch masking tape is laid on so that it overlaps the smaller tape slightly. Edges must be firmly pressed down and the metal area to be painted with flames must be lightly sanded with number 600 paper.

HOW TO PAINT FLAMES

By Phil Carpenter

Photos by Steve Reyes and Phil Carpenter

Project Street Machine finally looks as good as it runs!

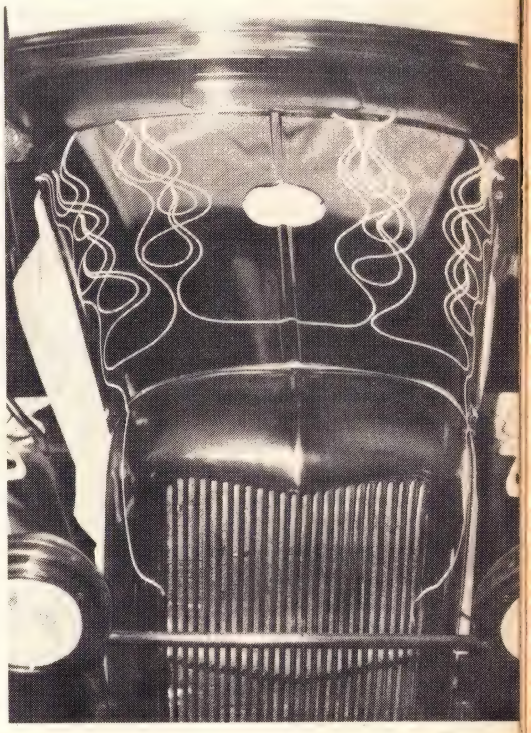
In the September issue of POP ROD we outlined how the basic stripping, brazing, dent repair, filling, and modification of certain fiberglass parts was accomplished on Project Street Machine. Emmett Glasgow of Street Customs Limited, Garden Grove, Calif., was responsible for the preparation and subsequent painting of our '33 Ford pickup. Emmett has recently published a new how-to book and catalog entitled "Do It Yourself Customizing." The idea behind the book was to provide professional bodyman's secrets and shortcuts to owners of vans, rods, customs and sports cars so that they could learn to do virtually all of their own customizing work and save hundreds of dollars in labor.

With Emmett's guidance, we helped invest many man-hours of labor to bring the pickup to some semblance of preparedness for paint. It took about seven pounds of brass brazing rod and 20 gallons of Sherwin-Williams Combo all-purpose primer, not to mention five rolls of masking tape and 200 sheets of aluminum oxide sandpaper, to get Project Street Machine ready for the paint booth!

Finally, we had the hood shaped to fit, the front splash apron installed, all the rust etched out and filled with patching, all the seams and holes brazed and the primer sanded smooth with number 400 sandpaper. As we learned in the hot tips from Emmett's book, you start preparing for your final paint (lacquer in our case) by washing down the walls and floor of your garage or paint booth. You don't wash the ceiling, since it will allow drops of water to continue falling on your car for hours. You should also let the garage dry out for about an hour before rolling the vehicle inside, then seal it off to prevent any dust from entering.

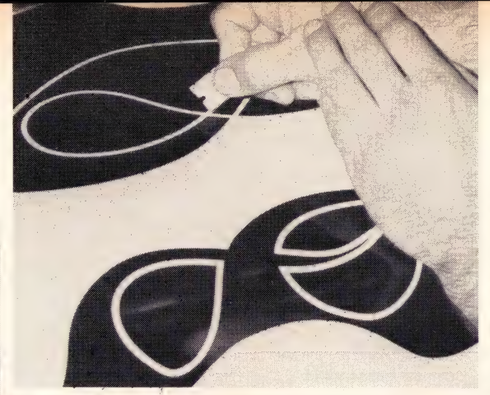
The first step on our pickup itself was to do the basic masking. This requires

Another view of the left front fender shows how important an artistic eye is to do a good job. You have to practice over and over with designs to get the knack of flames. Ron crossed the flame tips for an unusual effect. Note how the masking tape is used to fill the area around the flame pattern.



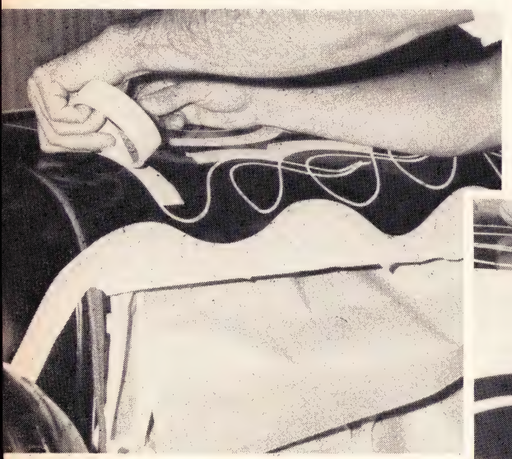
Here is how the basic pattern looked on the Anderson fiberglass hood after being laid out. Press small tape down firmly, especially where ridges or seams join, because it has a tendency to lift, allowing paint to run underneath. If you don't like your design at this stage, it's easy to keep trying others.

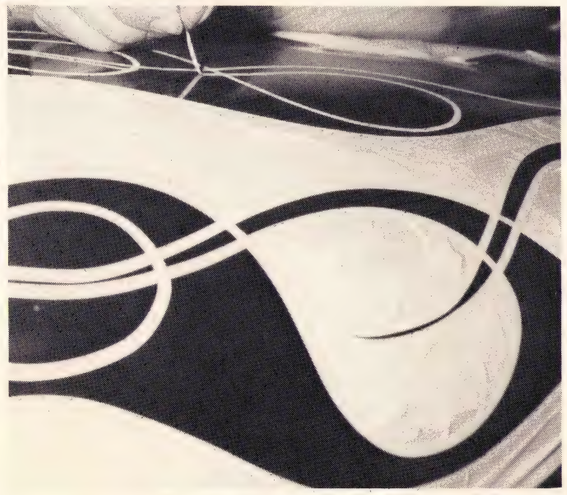
Next step in masking the hood was using wide tape to overlap 1/8-inch tape design. This is a time-consuming but necessary step. Note heavy butcher paper covering engine compartment completely.

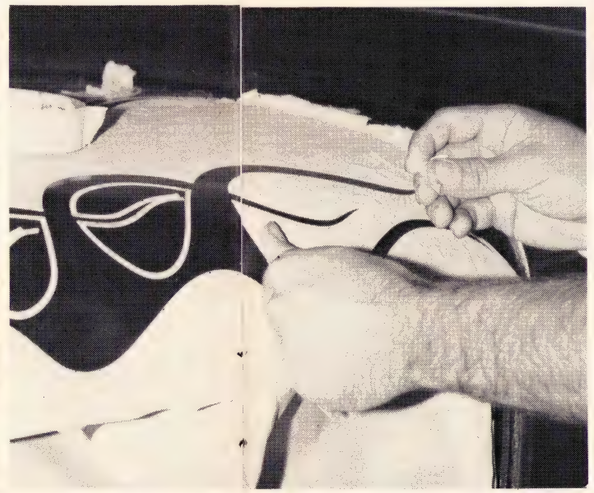


Because Ron crossed flame tips in design, he had to cut away connecting portions to retain good paint pattern without crossed lines inside. This requires utmost care to avoid nicking base color paint.

Press with your thumb to seal all overlapping tape edges and don't leave large wrinkles. They will tend to trap paint and build up a reservoir that can run down into pattern.







Masking is finally completed after four hours of steady work. Now you can begin to see how basic design will look when completed. Again, be sure to color-sand area to be painted and avoid roughing up edges of masking tape!

Last step before painting is to wash floor and walls of garage down again lightly to settle dust, then go over area to be painted with tack rag to remove all lint and dust.

mainly good common sense and care. According to Emmett, the tape should be stretched with your thumb holding down one end and two fingers of your other hand being used as a guide to press it down along the molding or seam to be taped off. We had very little chrome or emblems to worry about, but the window glass must be done carefully. We used butcher paper as opposed to newspaper, since newprint is porous and has a tendency to "leak" a lot of overspray through it. We read in Emmett's manual that plastic bags such as garbage bags should never be used to cover engines or wheels and tires. Street Customs Limited has found that the plastic could create enough static electricity to cause ionization of the spray droplets, acting as a magnetic field and actually changing the direction and shape of the spraygun's "fan" or spraying pattern. Emmett recommends hanging a chain from the chassis to the ground when shooting paint in weather having a charged ionosphere, such as summer days with high humidity.

The edge of masking tape should be rolled or pressed out with an even pressure to insure against seepage of paint. When masking off chrome moldings, Emmett says it is better to leave a small amount of chrome exposed than to try to cover it too closely and wind up having primer showing where paint should be. His book cautions against using razor blades to trim masking tape that has been overlapped onto the body metal, since that will usually leave small cuts that will catch paint and show up very plainly afterward. To remove overspray from window glass, he recommends using a razor blade and blowing away the paint

Lift cut sections carefully to avoid pulling away any paint with them. The byword in this type of work is "slow and easy." Note flame pattern below Ron's hand has yet to be cut so tape doesn't spoil pattern.

overspray dust scraped off. For a final cleaning and to remove overspray from chrome or fresh paint, use Sher-Will-Kleen, a special formula that is designed to do this job without harming new paint. It is available by the gallon at reasonable prices in most automotive paint stores.

Emmett checked the masking job and pronounced it adequate, so we rolled the '33 into the booth and began tacking it off with a "tack" rag, a special material with a chemical formula that absorbs all dust and lint and removes minor fingerprints. This step is an absolute must!

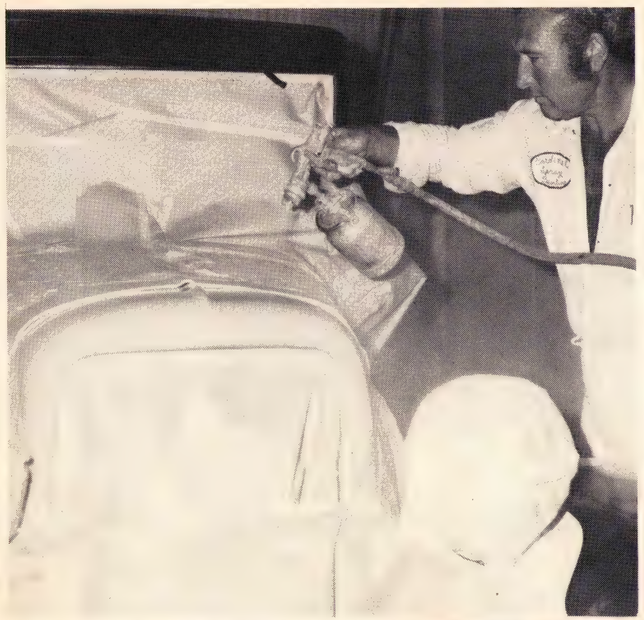
Meanwhile, back at the paint mixing bench, Emmett was opening up a gallon of Sherwin-Williams Opex black acrylic lacquer. We were ready to start doing the mixing ourselves, according to our newly acquired information from the do-it-yourself book, but Emmett said that he wanted to do it himself and we silently agreed, not wanting to foul up the job accidentally. He mixed the lacquer by first pouring it through a

After smaller tape design is trimmed, larger tape is again used to fill in areas to be covered. As you can see, this is a task that will take time to do right. We used four rolls of the wider tape and two of the 1/8-inch tape.

double strainer cup into the spraygun can until it was 75 percent full, then followed with 25 percent Sherwin-Williams high-gloss acrylic lacquer reducer, also strained. Emmett always uses a new strainer each time he pours any paints or other additives. The last step is to add lacquer retarder to the paint. The instruction book from Street Customs Limited says that one shot glass of retarder to a mixed gallon is the proper amount. The retarder will prevent premature drying and "orange peel" and allow blending of the coats so they flow together for gloss.

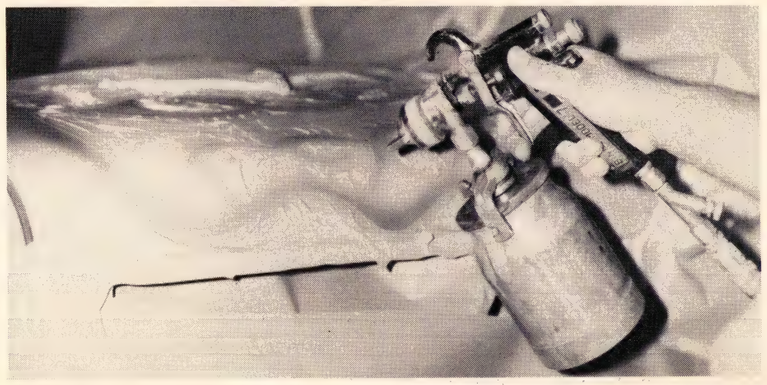
When the paint was about ready, Emmett asked us if we had read the custom tricks portion of his book about paints. We quickly flipped to it, since we hadn't really gone into it in detail. "See anything else that is recommended in the hot tips there you might want to try?" he

Emmett Glasgow mixes up three spray guns full of candy yellow, orange and red, respectively, so that he can keep the flow going once he starts shooting. Retarder is necessary when mixing paints for this application to prevent premature drying and "orange peel."



Emmett quickly begins spraying candy orange along all edges of pattern, using only five psi to "fog in" mist of paint which flows into yellow.

Starting with basic candy yellow, Emmett agitates paint in gun cup with small ballbearing as he shoots. Using 35 psi, he lays two relatively thin coats which will completely cover black. Sealers sometimes must be used to prevent bleeding of base paint through new color.



Flames receive candy orange shading first, with heavier strokes along outer edge and flame tips. Use your eye to determine how heavy you want the color.

Candy red is then applied over candy orange, but not completely, leaving small gaps that will highlight and complement each other.

asked. We read that you can add one jigger of castor oil to a gallon of paint and get a super-high gloss, like polished glass, so we asked if we could try it. Emmett nodded and said, "Sure, but you have to wait until the final four coats to do that number. The first 15 coats go on now, then we have to let it set up, color sand with 400 wet paper and a bar of soap, clean it off and tack it before the last four coats."

Needless to say, we were convinced to read the entire instruction booklet before going any further. Emmett closed the doors of the paint booth and set his gun with a wide vertical spray fan, using 35 psi air pressure. One last thing he did before shutting us out was to drop a small ballbearing in the gun's paint cup, which he kept moving constantly. We flipped through his book while he sprayed inside, discovering that all candies, pearls, metalflakes or other custom mixes of paint need to be constantly agitated in this manner to assure evenness of atomization while spraying.

To keep this article from being 50 pages long, we'll condense the next hours. We waited as Emmett applied the first coat of black lacquer very heavy, then let it get tacky before starting to walk around the pickup and lay on the next 14 coats. We let it set up, then dropped a bar of soap into a water bucket and began block-sanding with 400 wet paper, being careful not to nick or roughen the edges of the masking tape. When it was all sanded extra-smooth (the soap removes sanding scratches), we dried it and tacked it while Emmett mixed up the castor oil, retarder, thinner and lacquer, always straining it carefully. In his book, he gives a very useful method of mixing paints. Basically, you just take your mixing stick and mix the paint well, then

Continued on page 91

The Camfather Makes The Right Cam...Just For You!

Most people know you need a special camshaft to streak across the **Bonneville Salt Flats** at over **298 MPH,** like **Jack Lufkin's** World's Fastest Chevrolet powered Sports Car. But what if you have a dual purpose street & strip machine or an oval-track racer? What if you're not interested in speed but delite in town and country performance for your family car? The truth is you need an expertly designed cam specifically for your application. **ISKY** makes it!

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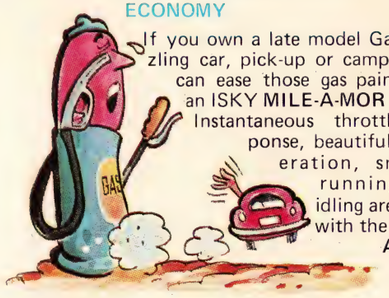

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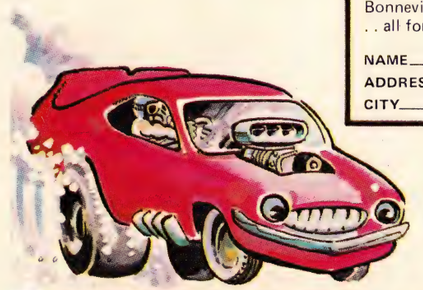

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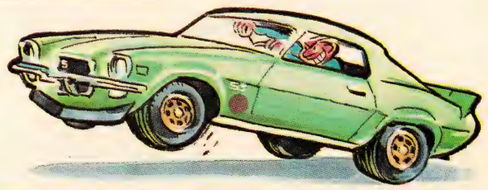

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1936 CHEVY PICKUP

OWNER:
FRED KIRCKHOFF
Essex, Md.

Ektachrome by
Steve Reyes

What would you expect a NSRA representative from Iowa to drive? How about a brilliantly-flamed '56 Ford pickup powered by a '72 Pontiac 400? John Klarke's F-100 drew a lot of admiring glances.

Rick Leach's '74 stock-motored Chevy van featured the finest mural we've ever seen on any vehicle, bar none. The wildlife scenes of eagles, falcons, cougars, elk and wolves totally encircle the van. Mural was done by Crazy Paint in Independence, Mo., Rick's hometown. Interior of Rick's van is almost as wild as exterior. He built all of the wood subframing himself but says it's not quite plush enough!

It's rare indeed to see someone put a Ford motor in a 'Vette, but that's exactly what Bob Marshall, Follansbee, W. Va., has done to his flip-front '65. Not only was Ford 289 Cobra engine fitted, but Bob also switched entire running gear to Ford.

By Jay Amestoy

Late-Model Street Freaks Showed Their Enthusiasm by Turning Out in Unprecedented Numbers for This Super Event.

STREET MACHINE/ VAN NATIONALS

Photos by Steve Reyes, Phil Carpenter, Jay Amestoy

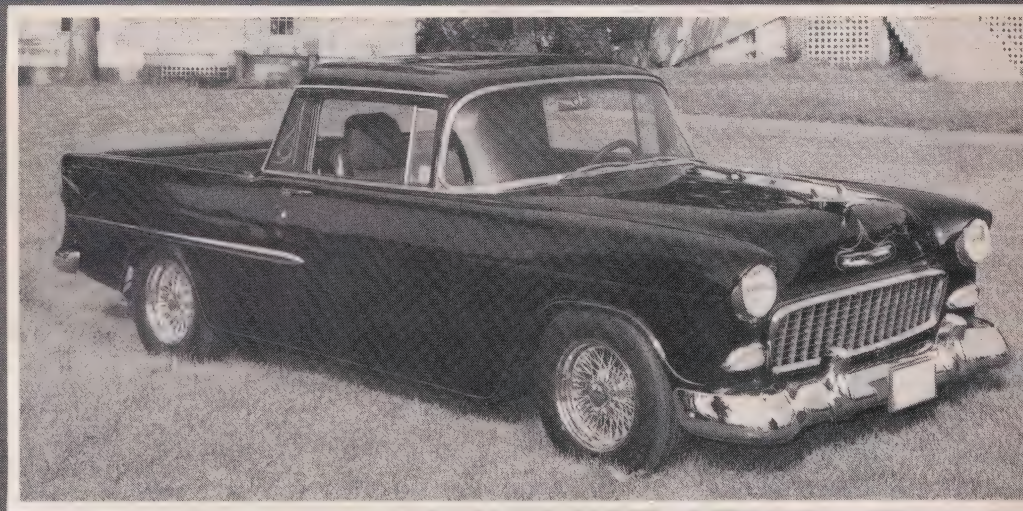
To no one's great surprise, the '75 Street Machine/Van Nationals was bigger and better than ever. What was surprising, however, was just how much bigger and better this year's event turned out to be. Even the sponsor of the meet, the National Street Rod Association, was amazed at the size of the gathering. The turnout in Des Moines, Iowa, was beyond anyone's expectations as nearly 800 vehicles, 200 more than the year before, showed up for the four-day event.

It's too bad Chrysler's ponycars, the Challenger and Barracuda, are dead. This beautiful black '71 Challenger, owned by Choya Mansfield of Springfield, Ohio is just as quick as it looks!

Bob Peterson's absolutely flawless '55 Chevy "pickup" won Best Safety and Engineering Features at Des Moines. Bob, from Coon Rapids, Minn., runs a '71 Chevy 400 small-block in this former two-door sedan. "Peanuts" was responsible for the pickup's 16 coats of black lacquer. Interior came from a Cadillac Fleetwood.

This tremendous turnout is even more significant when you realize that the SM/VN is only in its fourth year and is strictly limited to cars, trucks and vans manufactured after 1948. The popularity of these late-model street machines and vans is unquestionably on the rise, as is the demand for this kind of event. Just think of the logistics involved in getting so many late-model enthusiasts together in a place like Des Moines for a long weekend and you've got some idea of how much interest there has to be for this type of machinery!

It was also evident this year, as in the past three years, that the quality of the machines making it to the SM/VN is growing at an almost greater rate than the quantity. Some of the winning cars last year turned up even wilder this year, their owners trying to keep one step ahead of the stiff competition. But often upgrading a car with a new paint job or motor modification wasn't enough to keep it in the running. The number of new cars each year is so great that it's nearly impossible to second-guess the competition.



Old Goats never die —or even fade away. This meticulous '64 GTO belonging to Hal Martins took Best Engine with its cross-rammed 389 Pontiac. The car is driven daily.

Neither sleet, nor snow, nor long distances deterred Vince Mule from driving his blown Rat Motored '55 all the way from West Covina, Calif. Most of the undercarriage is chrome. Vince has been working on the car for eight of his 21 years.

Another variation of the 'Vette station wagon is this '71 owned by Jack Langley of Mount Dora, Fla. The Firemist Green 'Vette features flared front and rear late-model wheelwells, hidden door locks, 350 small-block and Keystone mags.

Abstract flame treatment blends nicely with motorcycle mural (both by Crazy Paint, Independence, Mo.) on Ron Covell's sharp '74 Ford van.

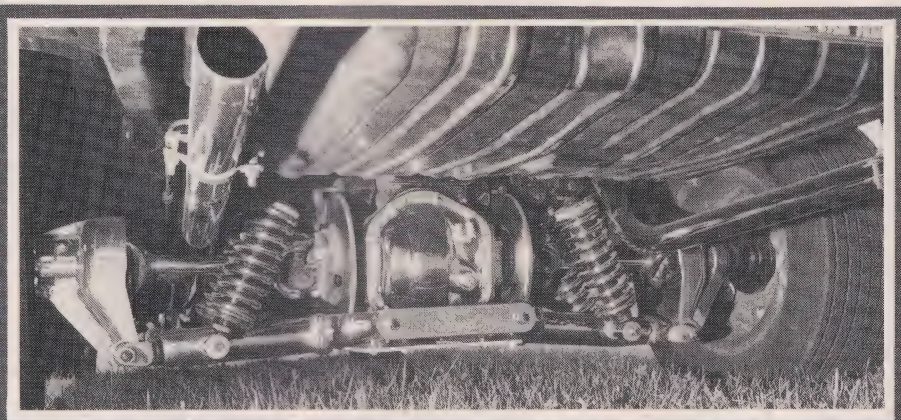
Fortunately, however, while some of the street machiners are becoming as competitive as the street rodding fraternity, there remains a larger faction that's only interested in building and driving a wild street machine and could care less about going home with a trophy. The SM/VN still retains that it-doesn't-matter-what-you-bring-just-bring-it informal atmosphere that continues to appeal to the enthusiasts who may be restricted in what they can do to their cars because they're on a shoestring budget or must use them as everyday transportation. For this contingent, the SM/VN is still where it's at.

While Des Moines may not sound like the choicest spot for a national event,

Here's a car you don't see too many of any more. It's an immaculate black-and-gold Shelby GT 350 that belongs to Jim and Martha Jeffries of Bedford, Ind.

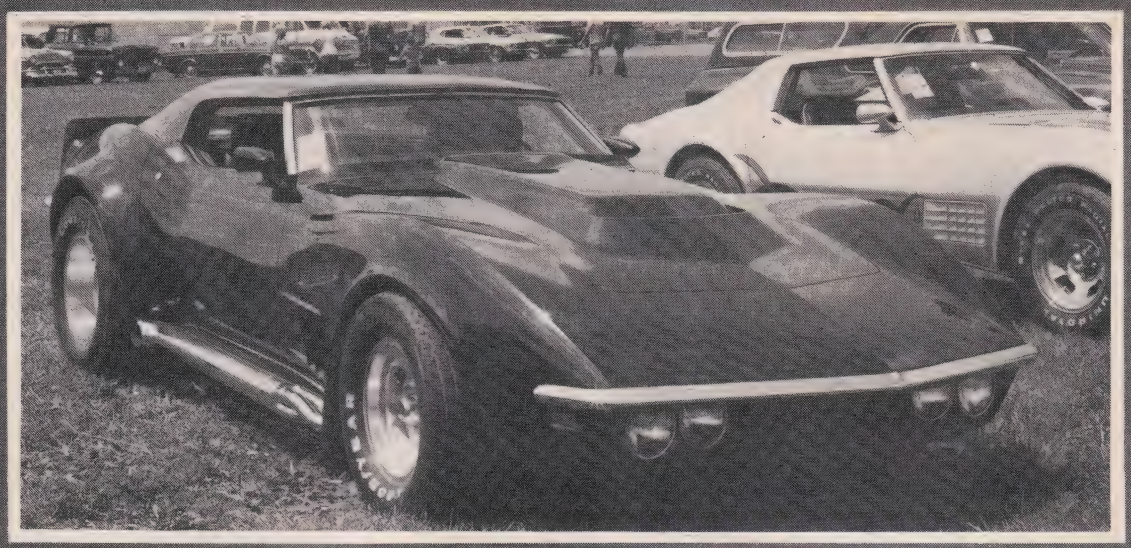
Flames really make the car—in this case a '55 Nomad. Late-model 350 Chevy small-block provides plenty of power for this otherwise-stock for this otherwise Chevy owned by Jim Preston of Ypsilanti, Mich.

Lowering the roofline 2½ inches has done wonders for Bill Krajewski's '63 Falcon. Flames didn't hurt either. But even more interesting is what's underneath. 'Vette discs are used up front, while an all-chrome '63 Jaguar independent rear end and discs are used out back. Ford 260-cubic-inch motor features 351 Windsor heads.



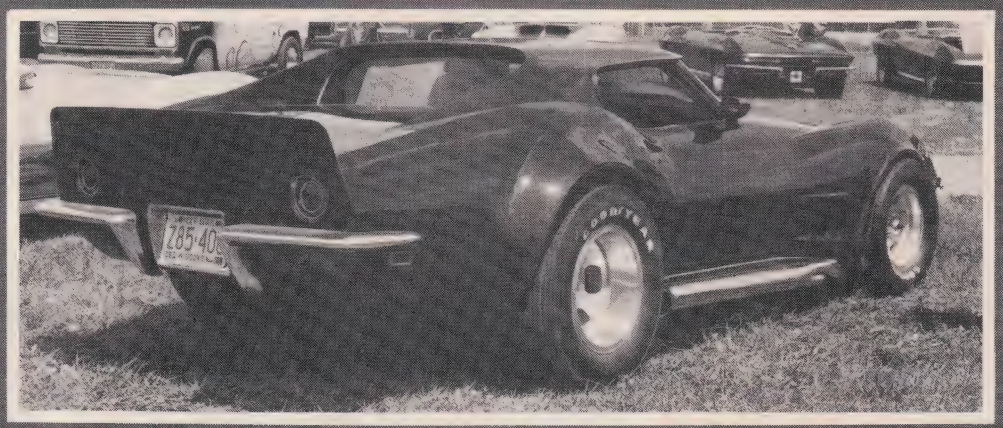
especially since the SM/VN was held during the middle of summer, it couldn't have been better. The site of the meet was the Iowa State Fairgrounds, located only a few minutes from downtown Des Moines. The fairgrounds are some of the most expansive and beautiful that we've ever seen. There was an abundance of tree-studded grass for the cars to park on and more than enough interesting buildings for us to use as backdrops for our photography.

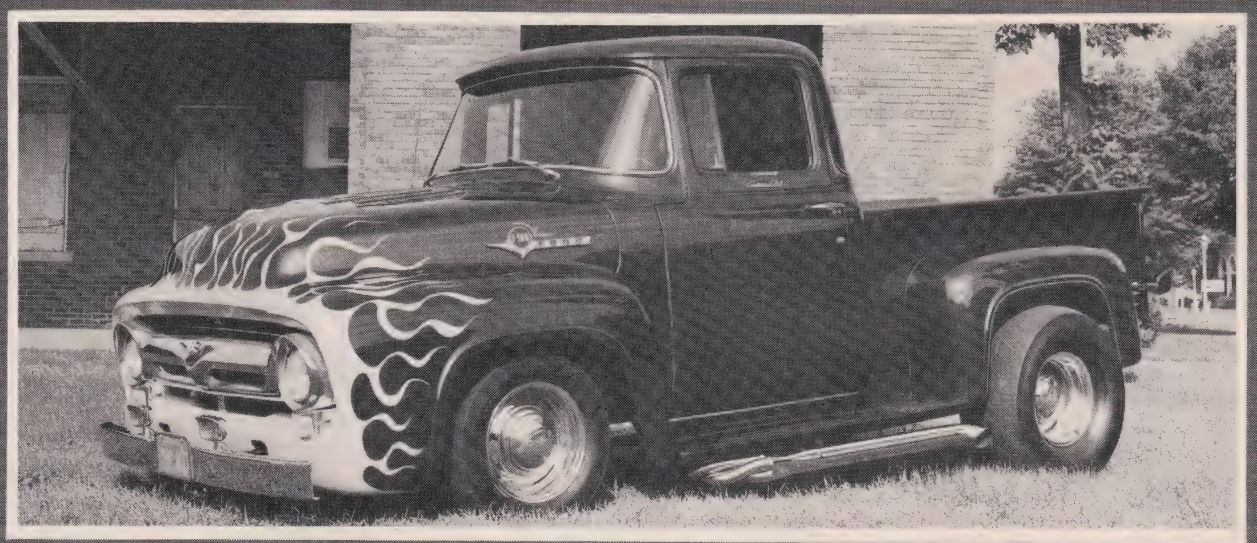
But of much more interest to the over-6000 spectators in attendance, were the cars. There was Phil Fry's Kansas-based '57 Chevy sedan that looked like it just rolled off the assembly line, except for the 32 inches missing from its mid-section; a '74 black Chevy van, owned by Rick Leach, that had been encircled with a wildlife mural that, had it been painted on canvas instead of sheet metal, would have looked right at home hanging in an art museum; Vince Mule's



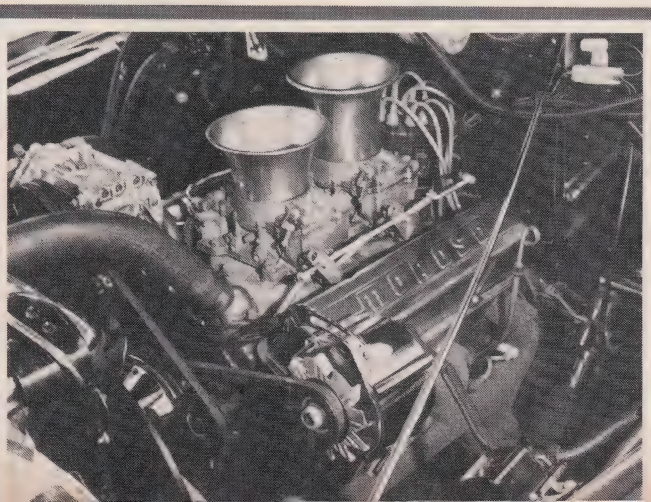
(Opposite) Vega Pro Stocker? Not quite, but it'll almost pass for one. Tom Wilzbacher owns this '74 Vegal panel that's powered by a '68 Z/28 302. Carburetion is handled by a Holley 850, while a Turbo 400 transmits power to narrowed Chevy rear end with 5.38 gears.

"Sneaky" best describes this chopped-up '69 'Vette that was finished just in time for the SM/VN. Candy black pearl was applied by car's owner, Ken Gartman, who also did the bodywork in his Fond Du Lac, Wis., hometown. Lowering the car six inches did cause some clearance problems, but not enough to keep him from meet.





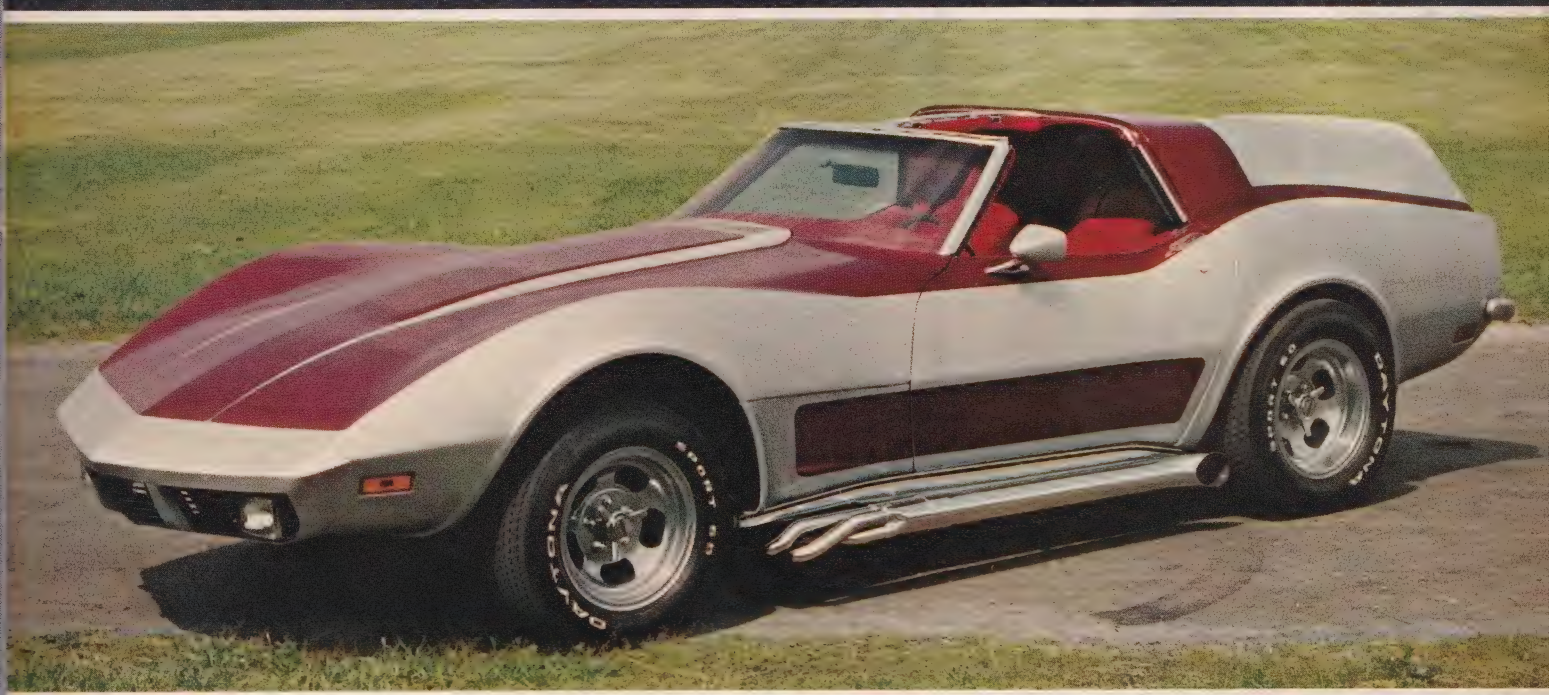
Another nice '56 F-100 is this one owned by Jimmie Stephens of Springfield, Ohio. Clean pickup has louvered hood, chrome side pipes and meticulous flame job. Engine is a 327 Chevy small-block that breathes through an Edelbrock manifold and a pair of Carter AFB carbs. Drivetrain consists of Turbo 400 and Dana rear end with 3.73 gears.



mile-high blown Rat Motored '55 Chevy that trekked all the way from West Covina, Calif; and the pair of late-model 'Vette station wagons—one from Florida and the other from Michigan—that looked like instant show winners. If this weren't enough, the Iowa Street Rod Association, host club of the event, had some of their members display a few early rods so that the street rodders in the crowd wouldn't feel neglected.

But words don't adequately describe the wild assortment of machinery at the '75 SM/VN, so we've decided to stop rambling on and show them to you!

Yep, that's a Beetle all right. But if you look closely you'll see that it sports a stake-bed aft section. Shannon Ashley's '69 VW uses a Domus fiberglass kit manufactured in Kansas City, Mo.

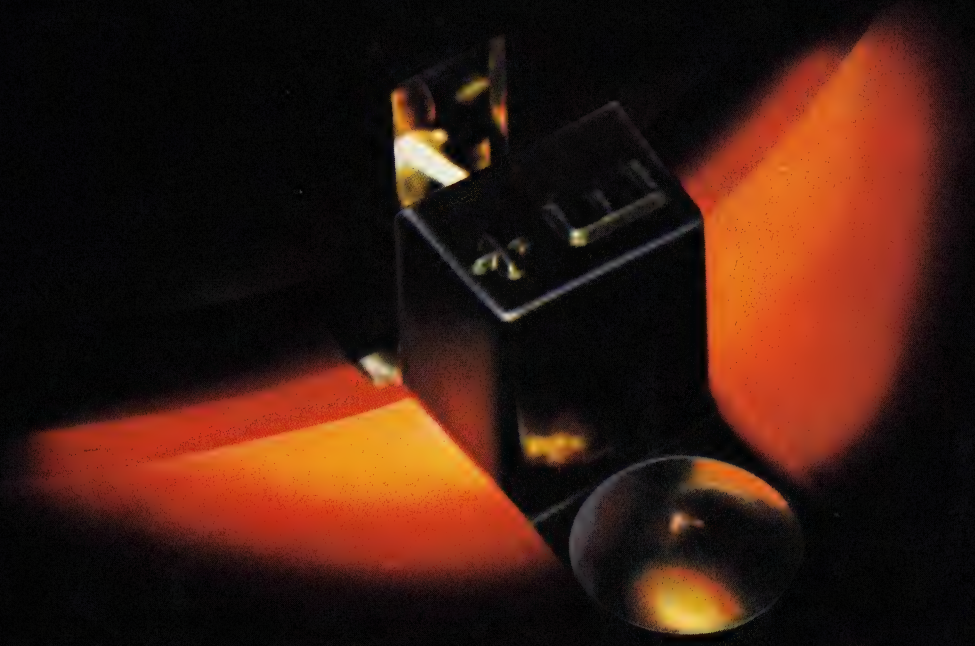


(Above) Mike Kelly's '73 'Vette was a total when it arrived at his body shop in Lakeville, Ind., but as you can plainly see, this candy red and silver wagon conversion is now all show and go. Interior is done in red velvet.

You probably won't believe us when we tell you that this used to be a four-door sedan and that it's now powered by a Chevy small-block with a dummy GMC 6-71 blower, but it's the truth! Phil Fry says he never intended to make his '57 into a show car; he just wanted something fun to drive. He's been driving it daily ever since it was altered in '68.

POP ROD
SHOW
STOPPER
CAR:
1955 CHEVY
"EL CAMINO"
OWNER: BOB NORDBERG
Stromsburg, Neb.
Ektachrome by
Steve Reyes

A little light makes all the difference



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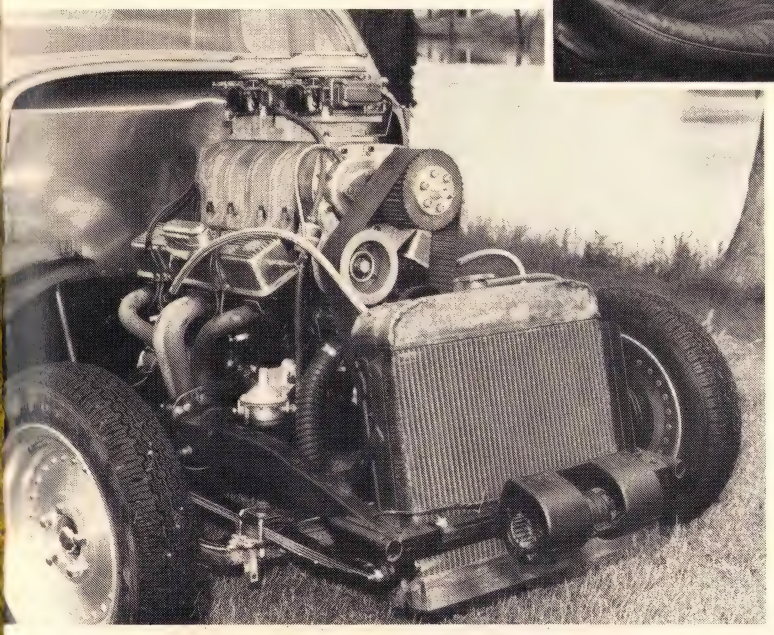
If You Like Performance Street Rods, This Texas-Based Willys Should Satisfy Your Wildest Dreams!

Chevy 350 gets a big boost from GMC 6-71 blower, Crower cam, Cyclone headers and dual Holley 600 cfm four-barrels. Special radiator is aided by two small electric fans. Blower drive is by Cragar.

Photos by Steve Reyes

Spartan interior features two fiberglass bucket seats covered with black Naugahyde, full roll cage by Radoumis. Fire extinguisher is a must for all street rods.

Olds rear end carries 5.13 gears and Henry's axles. Lift chassis was constructed by Ted Radoumis. Wheelie bars are necessary items on this wild street rod!



ENERGIZER!

What do you do when the fun starts going out of drag racing? Well, if you're Ronnie Laha of Houston, Texas, you turn your AA/GS Willys pickup into a wild street rod! Ronnie's '40 Willys saw extensive action on the drag strip before it became a streeter, turning in impressive clockings of 9.80 at 145 mph with basically the same engine combination that's now run on the street.

The present engine is a '74 Chevy 350, featuring Mondello ported and polished heads and TRW forged pistons. Compression ratio is held at 8.0-to-1. A Crower cam activates the valves through Crane roller bearing rockers, but it's the giant wind machine up top that makes the combination so potent! A GMC 6-71 blower atop a Cragar intake manifold is driven 1-to-1 by a Cragar drive. This combination, fed by dual Holley 600 cfm four-barrels and fired by a Joe Hunt Vertex magneto, is worth an easy 600 hp, maybe more, and in an 1880-lb car, that's a bunch! Cyclone headers carry the exhaust back to two Turbo mufflers.

A Borg-Warner four-speed accepts the power from a Hays clutch setup, then transfers it to a '57 Olds rear end equipped with 5.13 gears and Henry's axles. The chassis work on the 98-inch wheelbased Willys was performed by Ted Radoumis, who is also responsible for the full roll cage.

The body is a combination of steel and fiberglass. The top has been chopped and the windshield laid back two inches for a streamlined effect. Fiberglass components include a tilt front end, doors and rear fenders. Ron Olson painted the Willys with an orange lacquer, while Ted Radoumis outfitted the Spartan interior with black Naugahyde and aluminum paneling.

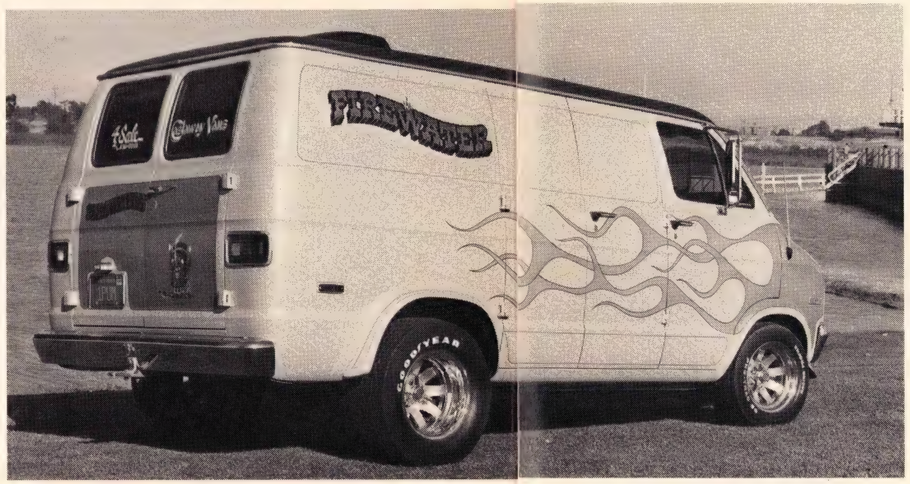
Not your everyday street rod, Ronnie's Willys pickup is sure to be mistaken for a full-fledged race car from time to time, but its beat is the street for now. However, it has the credentials to answer any challenge hurled its way, so be forewarned!

Van has been dropped three inches in the front and painted pearl yellow with candy orange flames by Parrish Arts, Gardena, Calif. Front spoiler and rear fender flares were built by Imaginary Glass.

Photos by Bob Beaver

FIREWATER

New front seats are high-back swivel models by Bise. Overhead panel houses AM/FM eight-track Muntz stereo unit and CB radio. Gauges are Stewart-Warners; toggle switches operate interior lights.



Chromed steel spoke wheels were custom-built by Mother Trucker, Van Nuys, Calif. They are fitted with a set of American knock-off type spinners.

ANYTIME IS PARTY TIME WHEN THIS SLICK DODGE VAN MAKES THE SCENE!

With a nickname like "the Indian," Ed Lawless just had to name his Coors-equipped Dodge van "Firewater!" Ed, who hails from Torrance, Calif., purchased the '72 Tradesman 100 new and, with the help of the Castaway Vans club and friends Allan Knighton and Jim Thor, has created an outstanding custom van. Parrish Arts, Gardena, Calif., is responsible for the bodywork and paint. They installed rear fender flares and a front spoiler, all manufactured by Imaginary Glass. A suitable hole was cut in the roof for a Super Scoop roof vent, and the body was prepared for paint by removing all of the factory emblems.

Parrish Arts used a pearl yellow background on which they sprawled candy orange flames over a gold Murano base. Steve Feinberg added striping to the flames, embellished "Firewater" on the side and painted the Indian on the rear door. The van was then sent to Paul Ross Interiors, also in Gardena, for the padded vinyl top. Some of the glare from that Southern California sun is reduced by window tinting applied by Sun-Ray Protective Glass Coatings, Redondo Beach, Calif. Mother Trucker, Van Nuys, Calif., custom-built the chromed steel spoke wheels that are equipped with American three-spoke spinners.

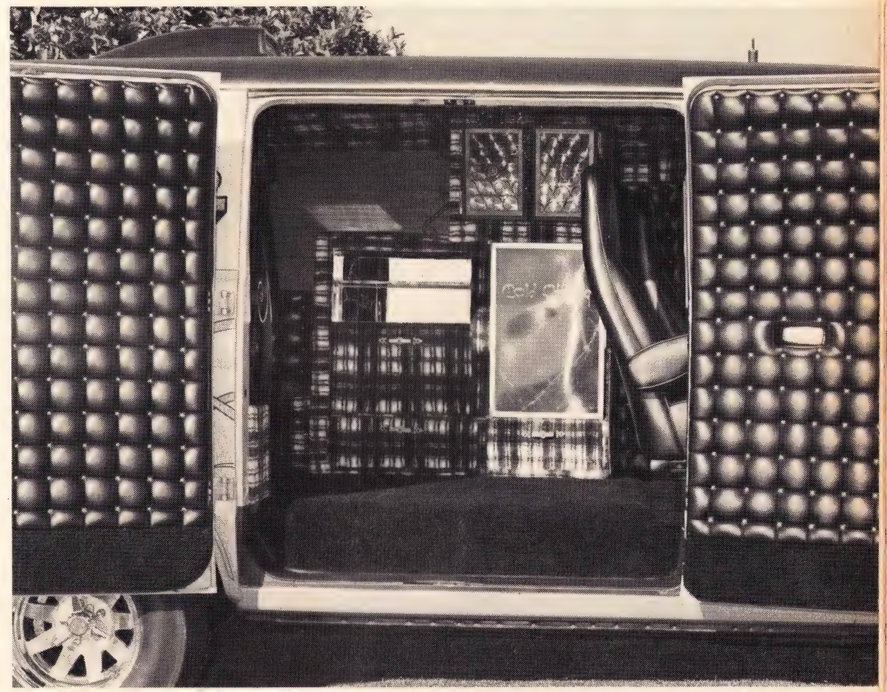
When it came to the interior, Ed really went all-out. The front seats are a set of Bise high-back swivel buckets, with additional seating provided by a wrap-around bench seat in the rear. Next, Ed built cupboards, installed a refrigerator and added a bar. The floor is covered with a black shag carpet which contrasts well with the orange plaid upholstery and orange crushed velvet curtains. The doors and miscellaneous panels are covered with square pleated black Naugahyde. This is a party van if we ever saw one!

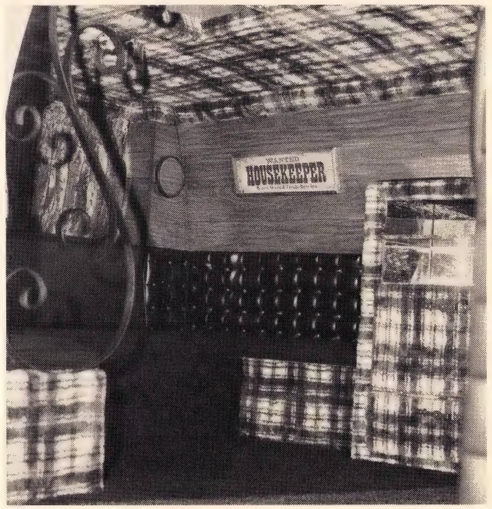
No van would be complete without a good sound system, and Ed didn't fail in this department. An overhead panel was built to hold the Muntz eight-track tape player and AM/FM tuner. Six Sony speakers are placed throughout the van for full effect. The overhead console also contains a CB radio and a set of Stewart-Warner gauges.

The van came equipped with a 360-cubic-inch engine and TorqueFlite transmission; the engine was left stock with the exception of headers and dual exhausts. Ed figures that he has a total of $2000 invested in modifications. After seeing "Firewater," we can understand why the van thing is here to stay!

(Opposite Center) Steve Feinberg outlined the flames and applied the gold leaf lettering. Top of van was fitted with a Super Scoop vent, then was covered with black padded vinyl.

The interior features black shag carpeting, orange plaid headliner and liberal black Naugahyde square pleated upholstery. Van has built-in cupboards, refrigerator and, naturally, a bar.





More seating is provided by a wrap-around rear bench seat. A total of six Sony speakers are installed throughout the van.

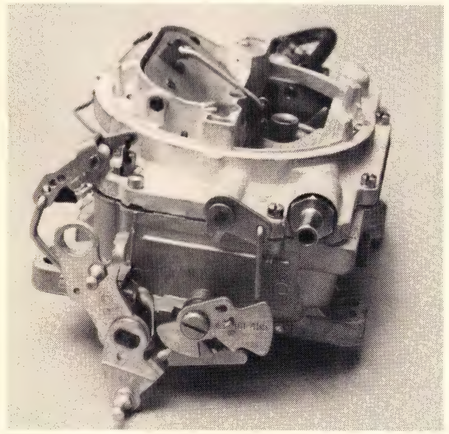
STREET CARB!

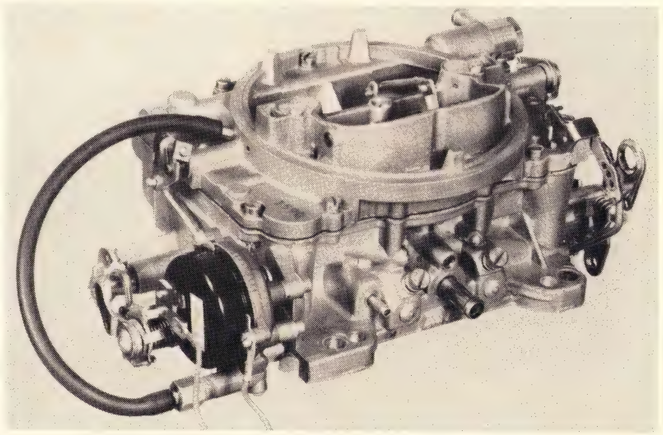
Carter's Newest Version of the AFB was Designed with the Street Rodder in Mind.

The newest carburetor to emerge from Carter's St. Louis, Mo., laboratories is the 9625 AFB, a unit which blends the blood lines of a famous forerunner with new features for sizzling street performance. This formidable 625 cfm carb, the first of Carter's new "9000 Series," incorporates an all-electric choke and bolt-on convenience with the instantaneous response and easy tuning characteristic of the AFBs.

(Below Left) Chevy linkage and fast idle cam are standard on new AFB, eliminating hook-up and warm-up hassles.

New Carter 9625 AFB comes equipped with a universal 12-volt choke for easy starts and all the necessary vacuum ports for street hook-ups.





The 9625 is the latest chapter of a legend which began in the mid-'50s when the AFB was born. America was falling in love with the "forward look," tail fins and fender skirts, when Carter designers came up with the AFB concept. Unlike some of the wild ideas of the era, Carter's was down-to-earth. It consisted of incorporating the throttle body and main body castings into one piece and using aluminum rather than the traditional cast iron.

First introduced as original equipment in 1957, the AFB was used on big-engine cars and police specials from Cadillacs to Chryslers. While the AFB was widely accepted by the auto manufacturers, its track history didn't really begin until the early '60s when America really got into auto racing. Car companies were competing to see who could build the most muscle into their cars, and the AFB became an integral part of the "great Detroit horsepower race."

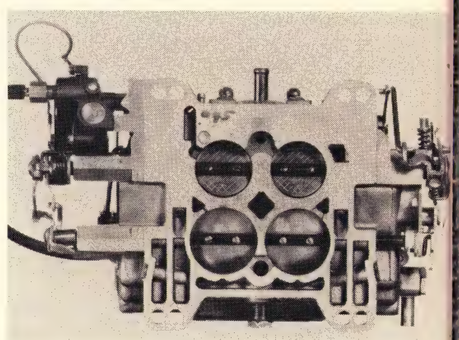
Racers wanted all the horsepower they could get out of a stock option car, and the AFB gave them what they wanted. Meanwhile, on the street, hot rodders sought the magic of the "D Series" or "Daytona" AFBs and later the "E Series" AFBs. Then, in 1961, Chevrolet mounted two huge AFBs on top of a revamped 348 truck engine called the 409. The rest is history.

The first 409 was restricted to the Impala body style as part of the Super Sport option, but by the next year car buyers could get the engine in virtually any body style they wanted. The public loved it, the Beach Boys immortalized it and stret rodders hid the dual-quad engine under the hoods of Biscaynes and Bel Air hardtops. Like one 409-lover said, "Man, you've never lived until you've heard the sound of those two AFBs coming suddenly wide open and feeding gobs of air to a hungry motor. Unreal!"

In 1962, the first Pontiac 421 Super Duty appeared. It came in the Catalina, Star Chief and Bonneville, complete with dual AFBs, special aluminum manifolds and even an aluminum racing front end. This satisfied Poncho fans until 1964, when the GTO came equipped with a single AFB. The car was lighter and smaller than its full-size predecessors, and it made a big hit with the street crowd. Those early Goats smoked a lot of drive-in pavement!

In 1962 Chrysler also introduced a muscle car with dual AFBs and a ram manifold. The option was on the 413 wedge and was available in any body style. They were hot on the tracks and

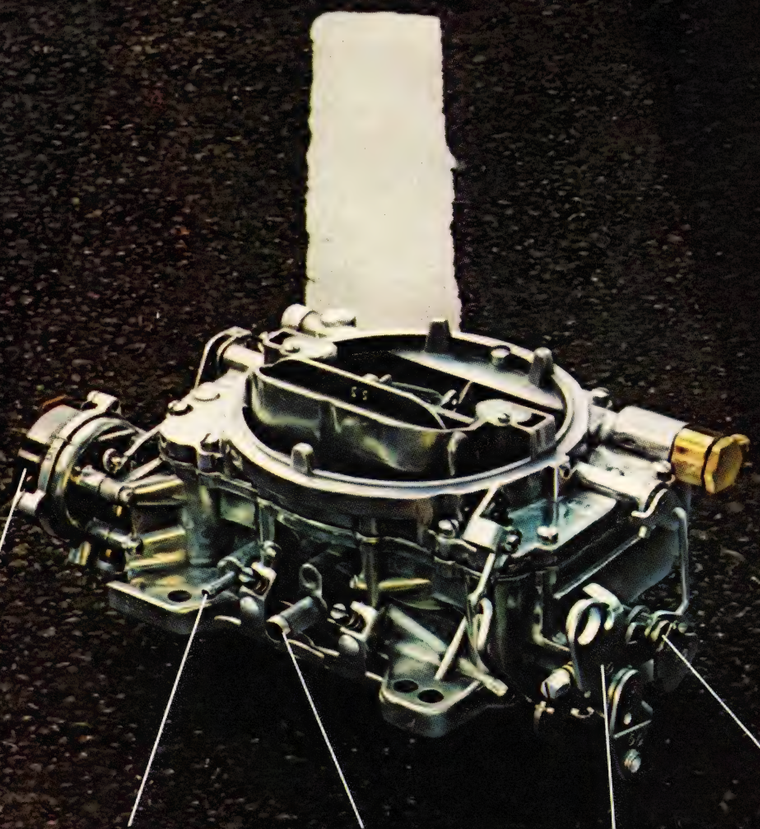
Continued on page 95



The 9625 is designed for use on any square-port four-barrel manifold but will fit spread-bore manifolds with an adapter.

The 9625 – the hot new AFB carburetor for the small block chevy engine.

The street will never be the same again.



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"The new Carter 9625 is a remarkable street performance carburetor. Our dyno test revealed significant performance advantages in both horsepower and torque when mounted on our Streetmaster® manifold."

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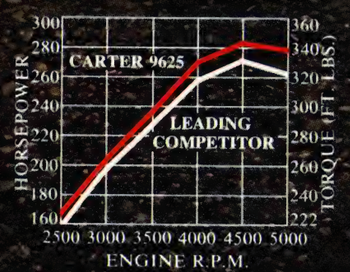
CARTER



The 625 CFM 9625 is the latest in advanced carburetor engineering from Carter—designed especially for street performance. Edelbrock dyno tests show the 9625, mounted on the Edelbrock Streetmaster manifold, produced 17 more horsepower and ft. lbs. of torque than a comparable CFM carburetor from a leading performance competitor; with less fuel consumption and no deterioration in emissions.

See your speed shop dealer about the new 9625 AFB, and *your* street will never be the same again.

*ACF Industries, Incorporated Carter Carburetor Division, 9666 Olive Street Road, St. Louis, Mo. 63132.

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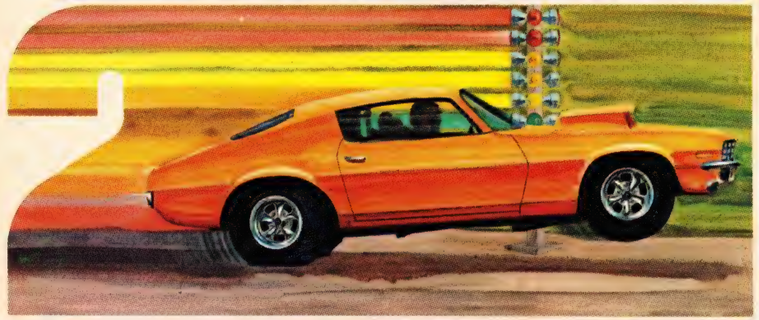

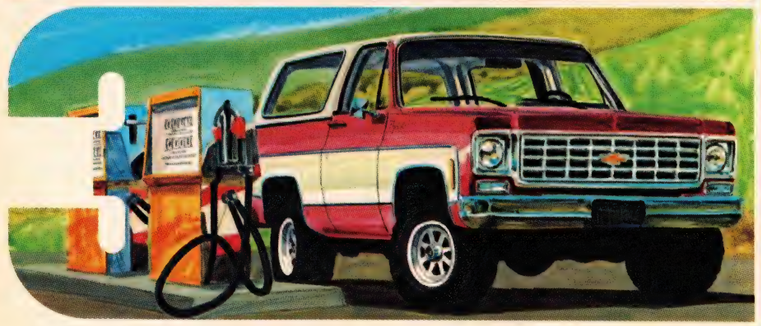

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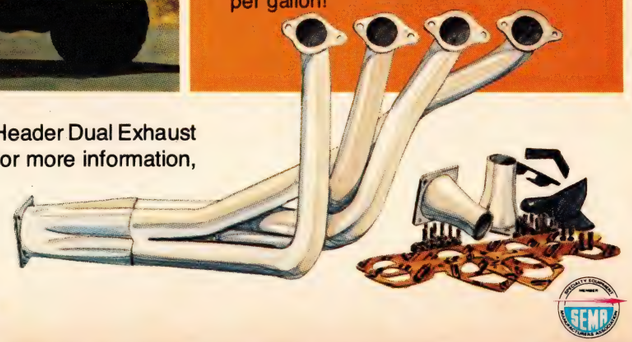

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Photos by Bob Beaver

CUSTOM VAN TRENDS

The Van Market is Growing by Leaps and Bounds, and There's No Limit to What a Van Owner Can Do to Personalize His Dream Machine.

While designers, technicians and ad men have been scurrying to and from their respective drawing boards in feverish attempts to attract customers for the sagging auto industry, van sales have just "kept truckin'"—and without rebates! In fact, the steady van sales have been downright phenomenal during the recent period of automotive inflation-recession-aggravation. And Detroit is gearing up for a 300 percent increase in van sales next year.

The van's popularity can hardly be attributed to its remarkable economy to operate—or to buy. And the purchase price is only the initial investment. Before the time limit on his temporary vehicle license has expired, the new owner finds himself strangely compelled to start changing his van.

This converting compulsion has been the subject of a recent survey taken at the request of the Customizing Center, a new correspondence school designed to train professional customizing craftsmen. The survey included top customizers from coast to coast and was designed to determine all the current customizing styles and demands as an aid in planning course lessons.

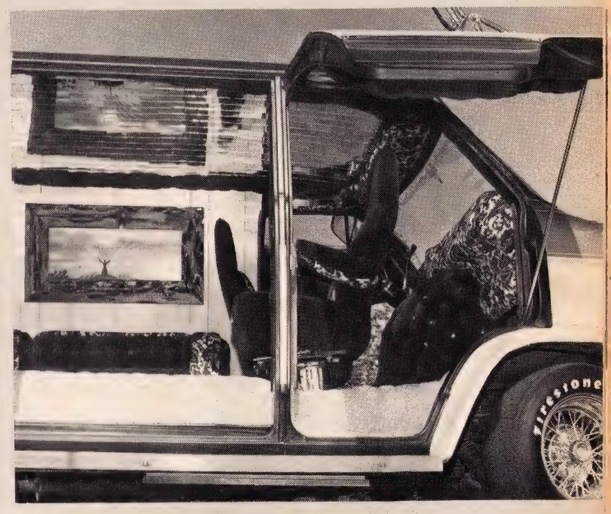
"We found even more methods and techniques than we had expected," says Mike Haddock, a professional customizer and Executive Director of the Customizing Center. "Customizing has become so varied that even the specialities have sub-specialities. In fact, we were so overwhelmed with the new scope of customizing treatments that we didn't know where to begin," Haddock explained, "so we just tossed in everything."

The Customizing Center shows beginners as well as "do-it-yourselfers" everything from fancy paint jobs to complete van conversions. Instruction in painting includes everything from preparation of the surface and basic painting to fading, fogging, pinstriping and murals. Sections on interior customizing include step-by-step instructions in paneling, carpeting and upholstery as well as built-ins (beds, bunks, tables). And there are sections on putting on the add-ons (scoops, sun- and moon-roofs, flares, spoilers, sidepipes). They tell you where to buy and how to buy at low prices. All the tools and materials you need for a quick start are included with the course.

The survey had hoped to uncover the reasons for converting, as well as the going rates. But the Customizing Center admits that it has so far been unable to

Bob Turney's Chevy van out of Los Alamitos, Calif., features a Naugahyde interior by Comfort-Craft similar to the one on POP ROD's Project Van. High-back bucket seats and refrigerator add to creature comforts. Bed hides spare tire or entire unit can be removed for more cargo space.

Moses Chadwick, Santa Fe Springs, Calif., is the proud owner of "Holy Moses," a '72 Chevy van that has been extensively customized by Graham Enterprises. Gullwing doors and mirror tile on the ceiling are but two of the unusual aspects of this wild van. Interior features a couch and bed; exterior metal trim is brass-plated.



Talk about "Spaced Out!" Tony Cardena's '71 Chevy van has been cut down and then adorned with wild murals. Short wheelbased van is a real attention-getter around San Jose, Calif.

determine just when the spirit of change overcomes the typical vanner—whether it precedes the actual van purchase or simply follows as a natural result.

Nor can the customizers explain why man's normal desire for self-identity becomes compulsive once he buys a van. Many vanners blame it on their childhood, some point to their wives, and others insist "the devil made me do it."

Of course, the Customizing Center found realistic, down-to-earth reasons to convert, too, like preventing laryngitis! Ask any vanner how his throat feels after trying to carry on a conversation in an uninsulated van! But then, the Customizing Center is quick to point out, noise is a problem only in vans roaring along at speeds in excess of 10 mph!

Another solid reason for customizing becomes clear to the mountain vanner when he discovers that he can step from his uninsulated metal box at 4:00 a.m. and actually warm up! Or the desert vanner who finds the outside temperature of 105 degrees like a breath of spring compared to the furnace conditions inside his van.

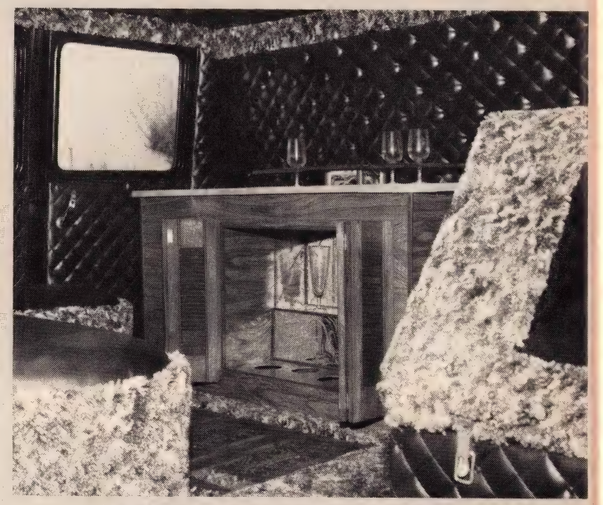
However, the most common reason for change, the Customizing Center asserts, is what van owners have known all along—the van is becoming a national symbol of self-identity, an extension of its owner's personality, a platform for making a "statement."

Regardless of the reasons, sooner or later just about every mild-mannered, factory-styled and equipped van will quietly slip into the hands of one or more customizers and, several hours (or days) later, it emerges as Supervan!

A lot has been made of the fancy velvet

Continued on page 96

"Defiance," a '66 Chevy van, belongs to Jim Mead of Salinas, Calif. Sharp van was a basket case when Jim brought it home, but long, hard hours turned it into a real winner. Easy Rider Vans gets credit for the transformation, which includes a big-block Chevy mounted mid-ship and a complete bar in the rear.



Harold Olsen, Carmel Valley, Calif., bought his '62 Ford Econoline for $500, then spent $2400 and one year's time to put it into show-winning condition. Stylish walnut cabinets by Ray Danielson are laminated, add a touch of class to "Busy Bee" interior.

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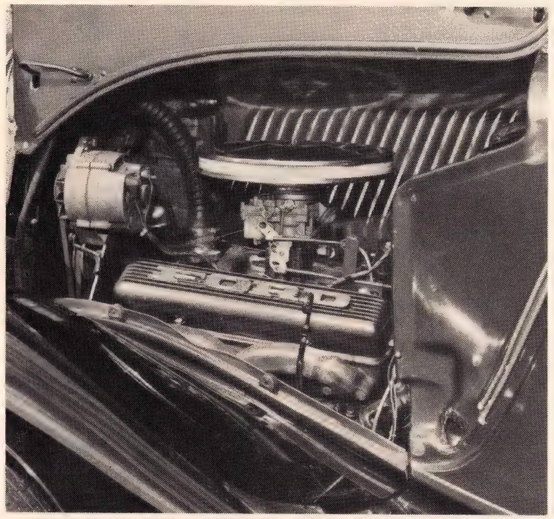
DEPRESSION EXPRESS

Photos by Steve Reyes

Although times were plenty hard in the '30s, Detroit still managed to turn out some great street rod material!



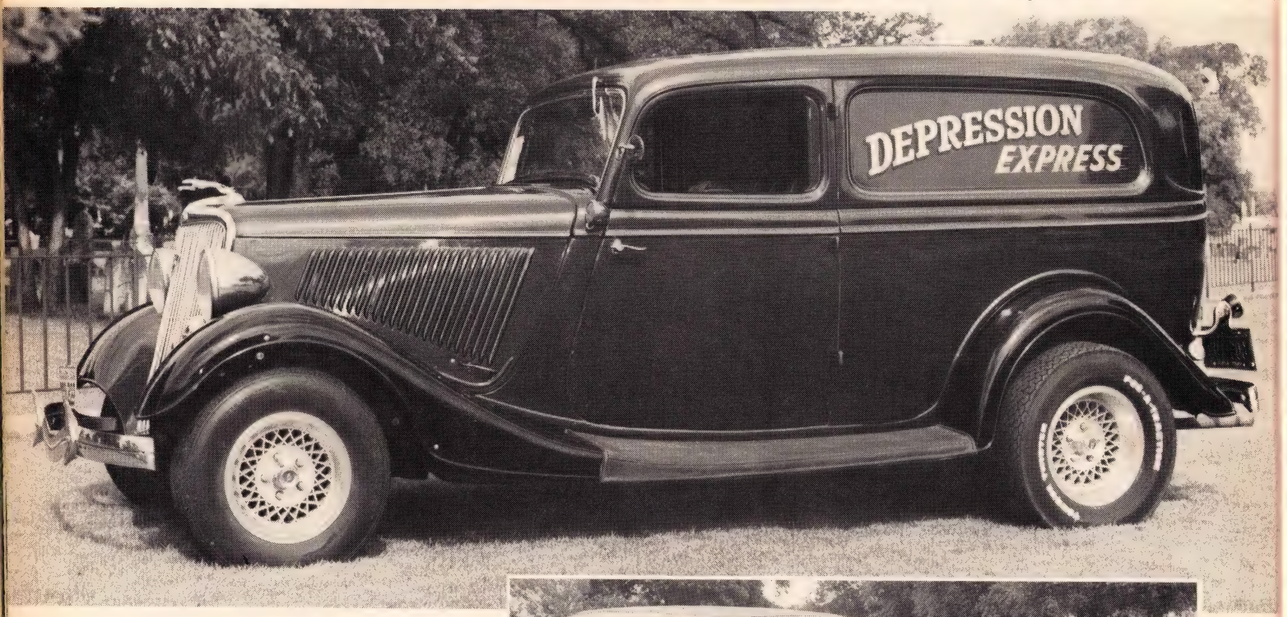
With trucking on the upswing, more of the early trucks which were passed over by rodders in favor of coupes, sedans and roadsters are showing up. Of these trucks, the most sought-after are the sedan deliveries; they were the vans of the '20s and '30s. Bob and Joyce Whiten, Tulsa, Okla., were fortunate enough to locate a '34 Ford sedan delivery in good condition. Bob took out the minor dents, then applied a two-tone paint scheme of black fenders against a blue body. Rechromed bumpers, new running board covers and a set of Appliance Wiremags dress up the stock exterior.

There are many changes underneath that stock body which boost the performance and ride. A complete Corvair independent front end assembly was adapted to the '34 Ford frame. Precise steering control is provided by a Pinto rack and pinion steering setup. The rear end is a gas-saving late-model Chevelle with 3.08 gears. Bob could finish at the top of any economy run thanks to a stock 327 Chevy engine, the two-barrel version. It is backed up by a Chevy 350 Turbo Hydra-matic transmission.

Joyce got her chance to participate when it came time to refurbish the interior. She recovered the stock Ford bench seat with dark blue Naugahyde using a diamond-tufted pattern. The door panels are covered with a similar shade of blue crushed velvet. Bob left the stock dash untouched and mounted a Monte Carlo tilt steering column, complete with shift selector for the Turbo Hydra-matic. Three Stewart-Warner accessory gauges are mounted above the windshield.

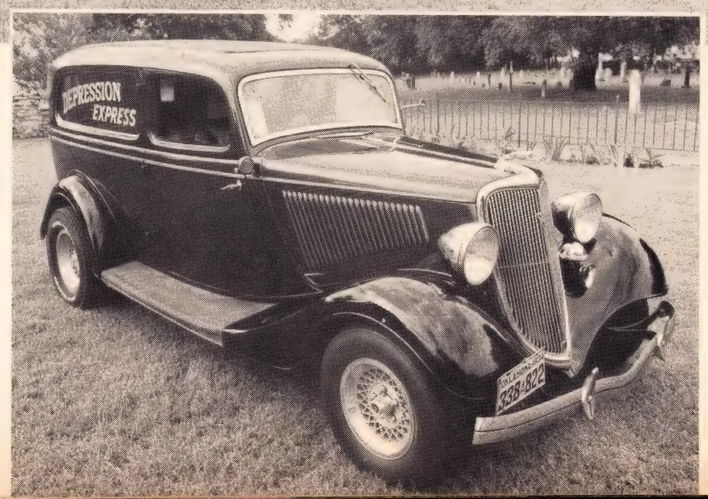
The Whiten's '34 exhibits a nice simplicity that retains the early rod flavor plus the sophistication of a 1975 automobile, and it combines the best of two growing worlds—truckin' and street rodding!

Custom interior was done by Joyce. The bench seat is covered with dark blue Naugahyde and the door panels are a matching blue crushed velvet. Steering column is a tilt model out of a Chevy Monte Carlo. CB radio under dash is becoming a very popular item with hot rodders.



Rare 1934 Ford sedan delivery was painted blue with black fenders by Bob. The body is completely stock and features many genuine trim pieces.

(Top) Don't believe everything you read! Bold Ford letters are actually fastened to a pair of Corvette valve covers. The engine is a 327-cubic-inch Chevy small-block with two-barrel carburetion. A 350 Chevy Turbo Hydra-matic trans carries the power to a late-model Chevelle rear end.



Appliance Wiremag wheels are mounted on a Corvair independent front suspension that is equipped with Pinto rack and pinion steering. All chrome and running board covers have been redone.

Late-model Chevelle rear end with 3.08 gears is narrow enough to keep the wide Appliance wheels and Pos-A-Traction tires under the rear fenders. Truck was built over a period of 2½ years at a cost of $3000, a price well under its present value!

BUILD A SUPER STREET OLDS

Here's How to Blueprint a 455-Inch Rocket Using Factory W-30 Parts for Maximum Performance.

By Martyn L. Schorr

It all started when Dale Smith, who works out of Oldsmobile Experimental Engineering in Lansing, Mich., took us for a ride in his W-31 Salon sedan. Dale is Oldsmobile's liaison man on the racing scene and one of the sharpest Olds performance men in the country. The Salon was built as a factory test car and as such was federally-exempt from emission equipment standards. Dale had blueprinted a small-block engine, added headers and dual exhausts and converted a docile Salon sedan into a genuine performance machine. After logging a few miles around the GM Proving Grounds road course in the Salon, we became converts.

But the love affair came to an abrupt end when we tried to get a similar Salon from Oldsmobile and found out it could not be purchased with the non-production W-31 engine. However, Dale came up with a beautifully-appointed, Engineering-maintained '73 Salon with a 455 engine. Dale knew all along that we wouldn't be that happy with the performance of the 455 "smogger," and it didn't take long for him to start dropping hints on getting more street performance from the Salon. It started with basic tuning and ended with a blueprinted engine!

The first steps involved dyno tuning and minor chassis modifications. We traded the shocks in for beefier Koni units, maintaining the stock coil springs and excellent front and rear sway bars. The stock wheels and radial tires went the same route, being replaced by deep-dish American Racing Vector mags (seven inches wide) equipped with Holley HR70-15 steel-belted radials. Full instrumentation, including Sun gauges and an Auto Meter tach, completed the first stage. Still not completely happy with the overall performance, we went back to Dale for more advice.

Dale's suggestion was to build a new engine using all the right parts. He gave us all the information and assembly data, and, in his inimitable fashion, he turned us on to the prospects of increased performance. We were hooked!

Our next stop was Motion Performance in Baldwin, Long Island, N.Y., where we ordered some vital parts from Joel Rosen. Dale had already supplied Joel with all the necessary part numbers, blueprinting specifications and a direct connection with an Olds dealer who would facilitate the order. Dale also offered to break in, run and evaluate the finished engine on one of his engine dynamometers. It was a deal we couldn't refuse!

Since all we really wanted was a little more performance and a good power reserve for mid-range passing, we decided to stick with a low-compression engine rather than seek out 10.5-to-1 pistons. Rosen used the stock cast aluminum 8.5-to-1 pistons, setting them up for .003-to-.004-inch piston-to-bore clearance and .0004- to .0006-inch piston-to-pin clearance. These pistons have a 19/64-inch deep dish and are adequate for all possible street performance applications. For the strip, forged pistons are a must. The main bearings were set up for a maximum clearance of .002-inch.

Since our Salon is equipped with air conditioning and all power options, there isn't too much of a camshaft selection available. If you go for too hot a grind in a non-power-equipped street or race machine, the worst side effects are a rough, high-speed idle. However, in a car fitted with power-assisted disc brakes, steering and air conditioning, the problem is multiplied. The hotter camshaft presents a vacuum problem at idle speeds; to make it work, you might have to install a vacuum reserve tank to store enough vacuum to properly operate the brakes. The recommended cam is the factory hydraulic model, number 409759, as used on the W-30 engine in the '72 455-inch 4-4-2. This is the ultimate performance camshaft for Oldsmobiles fitted with full power, air conditioning and stock dual exhausts. It offers super smooth idle qualities and lots of mid-range punch.

The W-30 (L-77) camshaft is rated at .474-inch lift, 68 degrees overlap and 294/296 degrees duration. Installed straight up, this cam opens the intakes at 32 degrees BTC and closes them at 82 degrees ABC. Exhaust timing is 80 degrees BTC and 36 degrees ATC. Along with the W-30 cam, Rosen installed new 1.6-to-1 rocker arms and high-performance (number 411225) valve springs. These springs feature heat-set wire that does not lose its load rating after repeated high rpm applications.

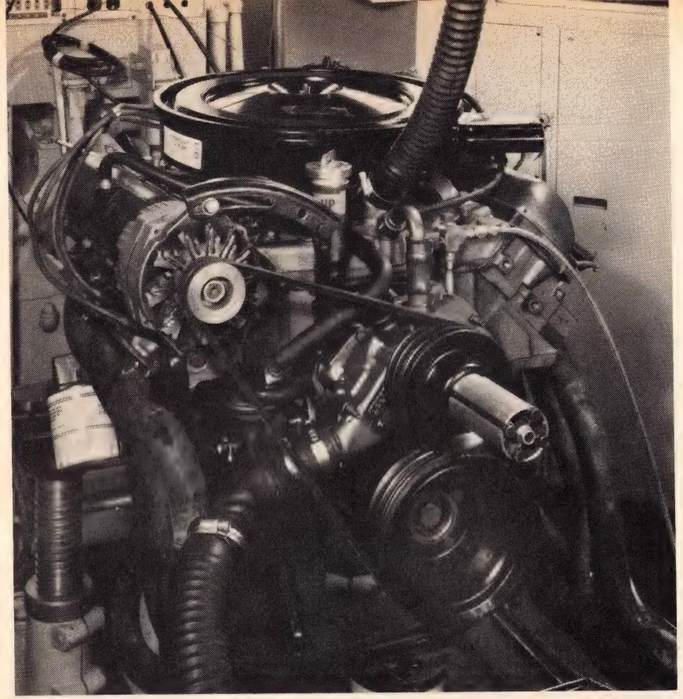
Since we were purchasing individual parts rather than an assembled short block or complete engine, Dale suggested ordering marine model heads in place of conventional automotive application parts. The marine heads are subjected to higher quality controls and offer slightly larger intake valves. Rosen blueprinted the heads, evening off the combustion chambers at 69.75cc for an honest 8.5-to-1 compression ratio. The marine heads carry part number 231473 and are fitted with 2-1/16-inch intake valves and 1.629-inch exhausts. Rosen did the intake seats and faces at 30 degrees and the exhausts at 45 degrees per factory specifications.

At the time we were ordering parts, the optional aluminum manifold intake was not available, so we stuck with the cast iron version. We also stayed with the Rochester Quadrajet carburetor which Motion technicians blueprinted for increased performance and overall smoothness. The air valve wrap was adjusted and Motion AX secondary metering rods (.042-inch end diameter) were used in place of the fatter factory stockers. The main jets were traded in for .071-inchers to increase performance and reduce potential surge conditions. For each .001-inch main jet change, there's a 1½ percent change in full-throttle fuel flow. A low-restriction chrome air cleaner was installed after the engine returned from Olds Engineering, along with black crackle-finished aluminum M/T valve covers fitted with chrome breathers. The engine was dyno-tested with stock factory fittings.

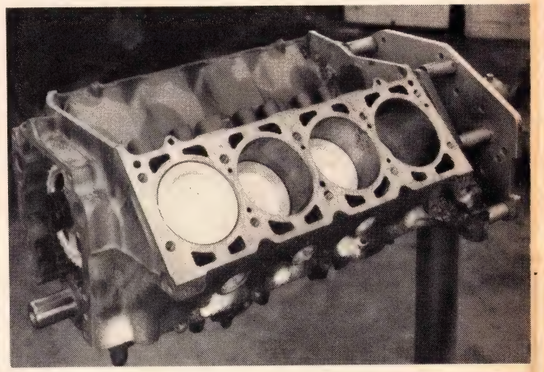
For more efficient ignition performance as well as lower maintenance costs, Dale suggested going for the new HEI pointless ignition system. Prior to installation, it was reworked (12 degrees in unit, lighter springs, quicker curve) on Motion's Sun machine for crisper performance.

After assembly at Motion, the 455-inch W-30 engine was crated and shipped to Oldsmobile Engineering for testing and evaluation on the dynamometer. Dale broke it in, made tuning adjustments and evaluated performance. The top horsepower came in around 5200 rpm using open headers, no fan and a conventional air cleaner. Horsepower was 325. The original 455-inch engine in the Salon was rated 230 hp at 4000 rpm.

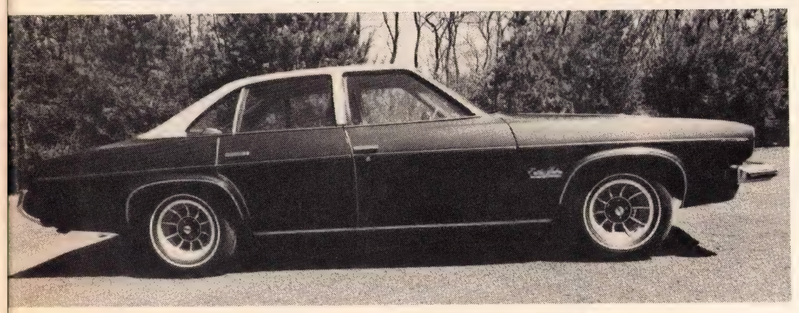
The actual engine swap and the final setup for the road were handled by Ed Goldberg and his crew at Auto Diagnostic Center in New York City. Ed has a highly-qualified crew and a chassis dynamometer on hand, which makes engine swapping and final tuning easy chores to handle. The swap was made and the rear end was traded for one with



Motion-built engine going through dyno tests at Olds Engineering. Test engine was fitted with stock valve covers, air cleaner and tube headers. Engine is fantastically strong in the 3000 to 4500 rpm range, thanks to W-30 cam.

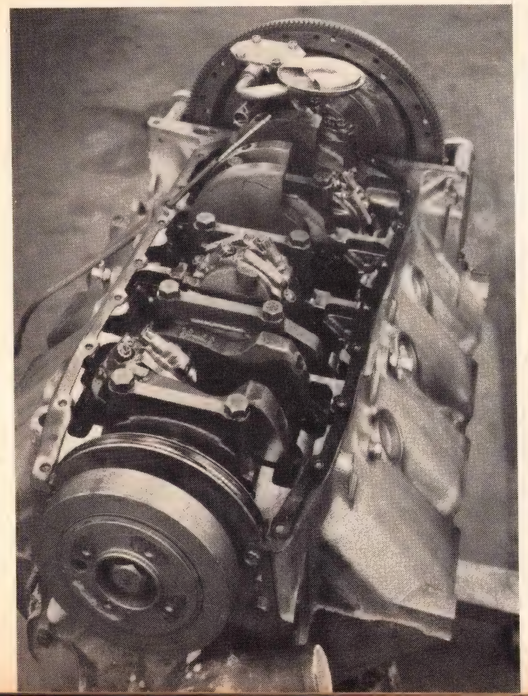


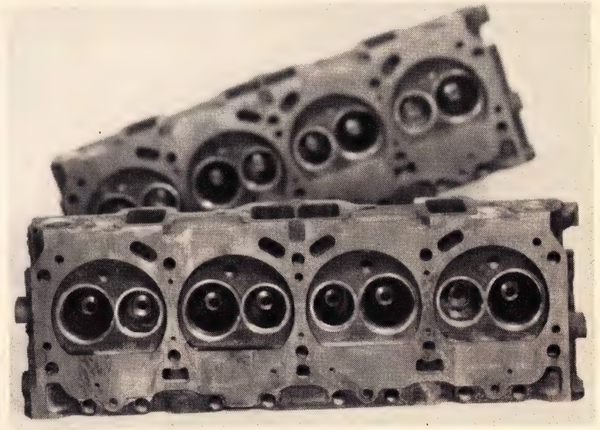
Shortblock is fitted with 8.5-to-1 cast pistons, insuring that engine can be fed with any type of fuel available.



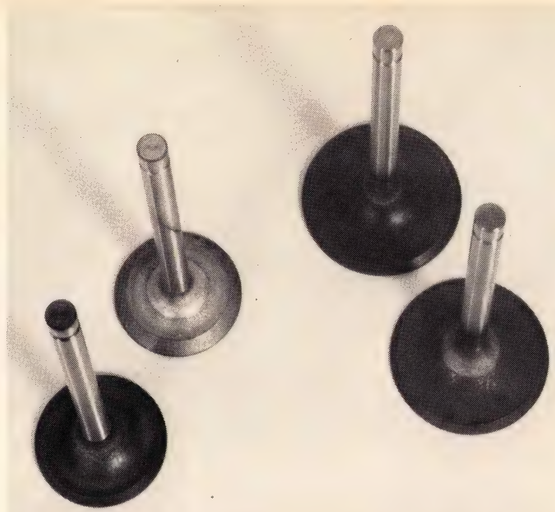
Innocent Olds Salon sedan packs a blueprinted W-30 wallop, rides on HR70-15 radials on American Vector mags.

Marine heads with slightly larger intake valves were blueprinted for use on this street machine. Marine heads have more quality control. Chambers were cc'd at 69.75cc.



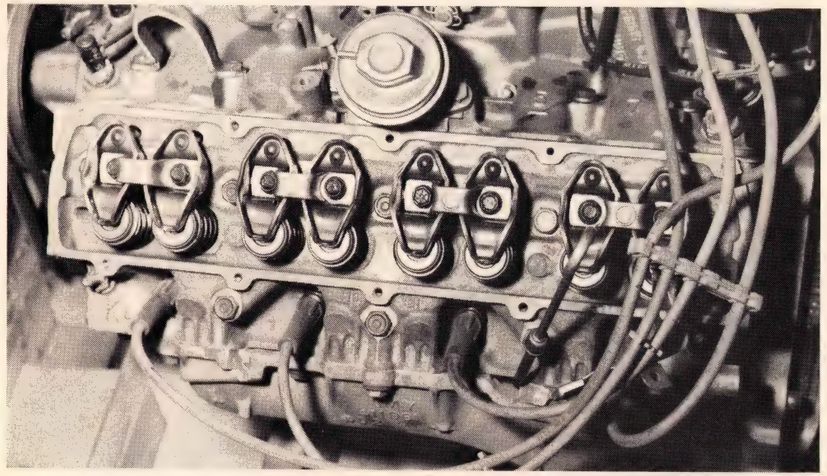


Olds factory W-30 crank and rods were used along with bearings from high-performance parts listing. Main bearings were set up at .002-inch.



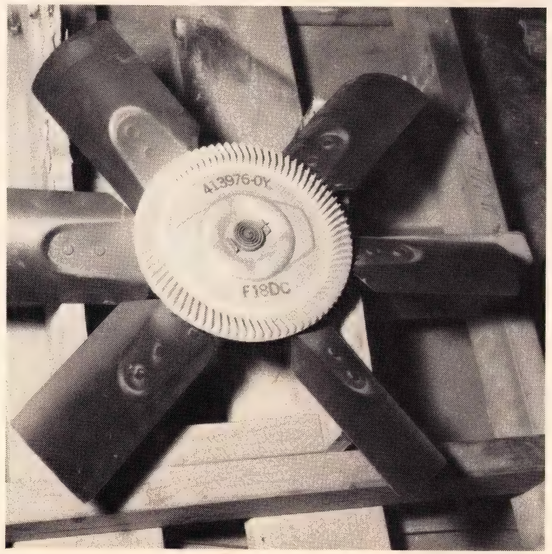
Valves used in this engine are 2-1/16-inch marine intakes and 1.629-inch exhausts. Seats and faces were done at 30 and 45 degrees, respectively.

Heads are fitted with 1.6-to-1 rocker arms and the good valve springs with heat-set wire that does not lose its load rating after repeated high rpm runs.



The W-30 cam used in the '72 4-4-2 has .474-inch lift, 294/296 degrees duration and is the ultimate performance street cam for use in cars with power discs and luxury options.

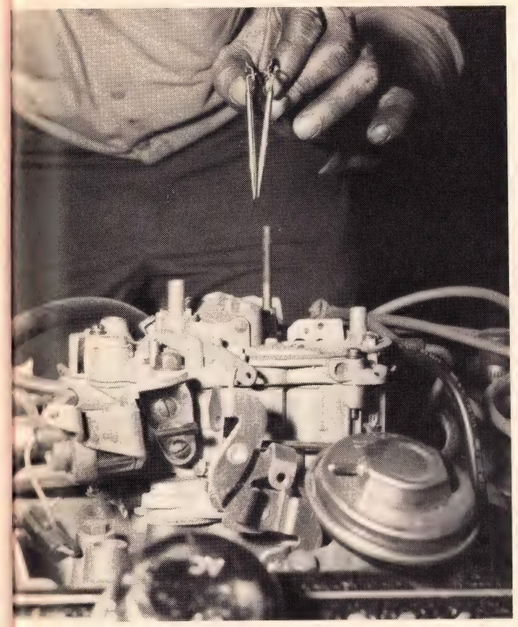
Fans were swapped around on the new engine until the right one was picked. Stock fan robs horsepower and was deleted. The fan to use is the declutching unit that freewheels until it is needed for cooling.



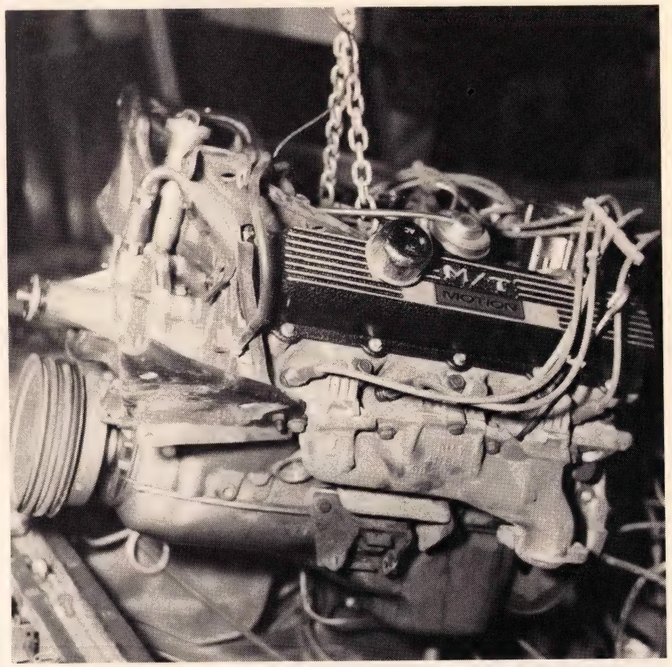
a more performance-oriented ratio. The Salon was originally delivered with a conventional 2.73 ratio., great for economy but terrible for performance. The new setup includes a 3.23 rear with Positraction.

The Salon's performance after the engine swap was outstanding! Low-end acceleration was up about 20 percent, but the real increase could be felt in mid-range passing. Tromping on the gas pedal at 50 or 60 mph produced a vacuum cleaner sound from under the hood, and the big sedan felt like a holdover car from the days of the supercar. Even with the hotter cam, idle characteristics were smoother than with the stock engine. The Salon is still not a strip machine or a contender for honors on the street light Grand Prix circuit. However, it is a mover and is surprisingly quick for a big sedan. In the handling department, it has no peers in its size and weight class. We're kind of glad that Dale conned us into the whole project!

The stock secondary metering rods were replaced with richer Motion AX rods with a .042-inch end diameter.

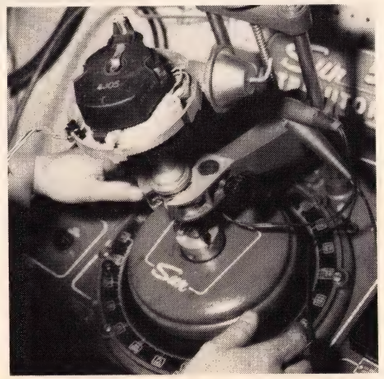


The stock heavy-duty Salon coils were retained, but the shocks were traded in for Koni unit.



The W-30 engine was installed and set up for street running by Auto Diagnostic Center in New York City. Tuning was done on their chassis dyno.

For maximum performance as well as low maintenance costs, a '75 HEI pointless ignition system was chosen for the W-30 engine.



To get the advance in quicker for more low-end performance, lighter advance curve springs were installed and the unit set up on Motion's Sun machine.

Beneath that Calm Exterior Beats the Heart of a Potent Rat Motor, and It Does Like to Run!

CANNED HEAT

Photos by Steve Reyes

Once the scourge of drag strips from coast to coast, the Willys coupe has largely been rendered non-competitive at the drags because of constantly-changing association rules, but it has made a strong come-back on the street and bracket racing scenes. One such '41 Willys belongs to Dwyane Fort of Houston, Texas. Dwyane's super '41 can still handle itself in drag racing competition, but its main duties now are on the street, seeing daily use and attending rod runs all over the country.

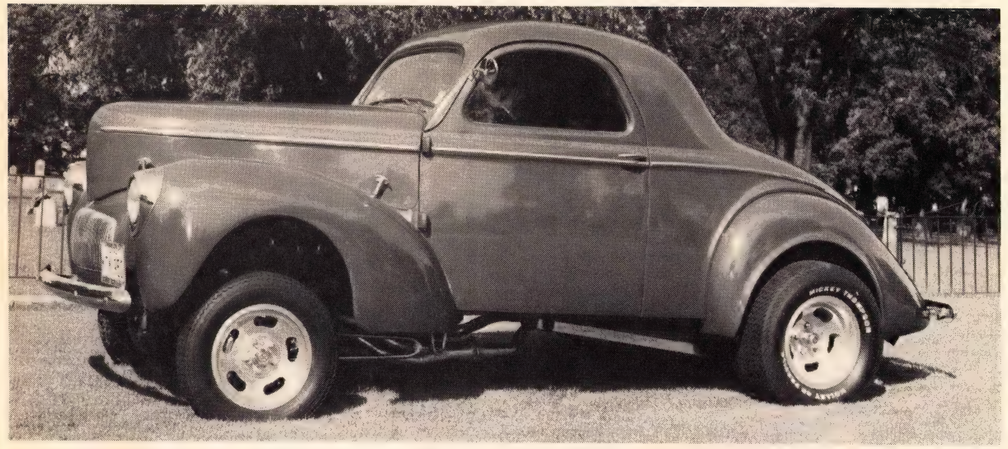
Dwayne kept the body of his Willys coupe fairly stock: the rear fenderwells were flared and shaped using ½-inch conduit to give them strength. The eye-catching Candy Apple Red lacquer was applied by Cruz Lopez. On the inside, Dwyane installed '67 Chevy Impala bucket seats, then Jim's Auto covered everything in red leather. An Oldsmobile tilt steering column provides an extra margin of driver comfort.

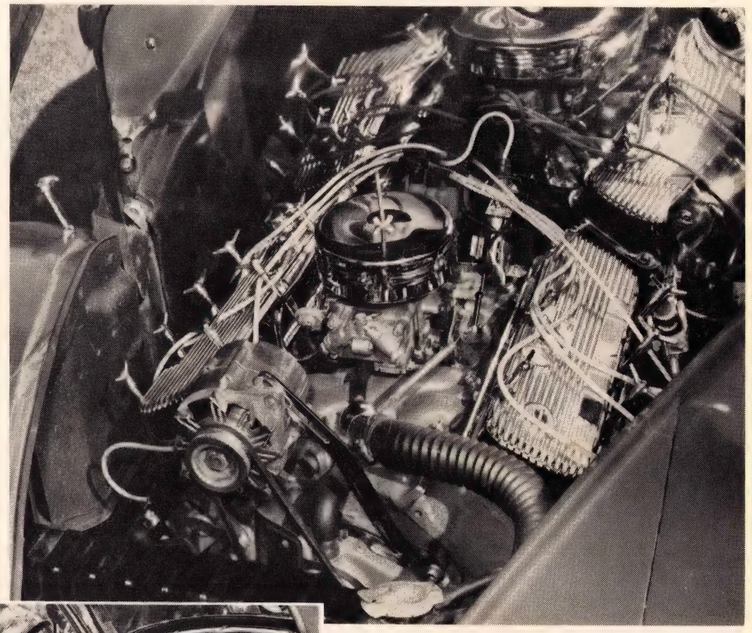
The chassis work is fairly straightforward. Dwyane performed the work himself, installing a PSI straight front axle equipped with '54 Chevy spindles and Corvette disc brakes. At the rear a '61 Pontiac unit houses 3.90 gears. The traction bars were constructed out of two-inch square tubing and work exceptionally well, keeping the 2450-lb. car glued to the street (or strip).

Because he wanted an engine that would back up his car's performance look, Dwyane chose a '67 Chevy 435 hp 427 to motivate his Willys. The engine was fitted with Jahns pistons, a Crane cam, an ACCEL dual-point distributor, a Holley 800 cfm four-barrel and Hooker headers. Compression ratio is a healthy 11.5-to-1. This setup is easily worth 450 hp, yet it's very streetable, so Dwyane has the best of both worlds—performance and reliability. A B&M-modified 400 Turbo Hydra-matic, shifted by a Hurst Auto/Stick II, does an excellent job of getting the power to the Pontiac rear end.

It took Dwyane some 15 months and $4500 to get his Willys into street condition, but his efforts have been well rewarded. This car is POP ROD's idea of a street mover!

Straight '41 Willys coupe looks like it came off drag strip of early '60s. Appliance wheels mount Mickey Thompson tires in rear and Goodyear tires up front.





Healthy 427-cubic-inch Chevy Rat Motor runs Jahns pistons, Crane cam, ACCEL ignition, Holley 800 cfm four-barrel and Hooker headers. Horsepower is sufficient to move 2450-lb. Willys to 11-second clockings.

Interior work on Dwyane's Willys is as fine as you'll ever see. Jim's Auto covered '67 Chevy Impala buckets in red leather; doors, firewall and headliner received the same treatment. An Olds tilt steering column is a great driver comfort aid. Stewart-Warner gauges and a Hurst Auto/Stick II shifter complete interior.

This Street Rodder Found That Buying A Completed Car Isn't Always Easier Than Building One From Scratch!

SECOND-HAND T

Photos by Steve Reyes

Not all of us have time for the ground-up construction of a street rod, so the next best thing is to buy one second-hand. Dennis and Debbie Kyle, Shreveport, La., went to the '72 NSRA Mini-Nationals with a fistful of dollars looking for a T roadster. In a matter of minutes they had located an all-steel 1924 Ford T roadster with a 283 Chevy small-block and four-speed transmission. When the $2200 price had been negotiated, the Kyles had a turn-key street roadster. But the trip home exposed some shortcomings and it wasn't long before the car was completely disassembled for a total reconstruction.

The first order of business was to straighten out the chassis. Dennis built a new coil spring suspension using rear Corvair coils mounted to a 1950 Oldsmobile rear end. The entire housing and radius rods were chromed because they are in full view due to the shortened 20-inch bed. The front suspension by the original owner utilized an early Ford beam axle with a suicide spring and friction shocks. This setup worked well, so it was chromed and left alone. The axle itself will be replaced in the future with a tube axle just for appearance.

An avid reader of POP ROD, Dennis followed our Project Street Machine with the blown Chevy small-block setup. He duplicated the combination with a low-compression 350-cubic-inch motor, 4-71 GMC blower and a mild hydraulic cam. His cam choice was a Crane 310; for carburetion he selected a Holley 850 cfm carb. The headers are chromed Sandersons with mufflers located in the collectors. Dennis remarked that, with the blower (which is driven one-to-one by a J&C Engineering drive), there is more power available than the roadster can use.

When the car was reassembled, the four-speed was replaced with a more convenient 350 Chevy Turbo Hydra-matic. The early Olds rear end carries a 4.11 positraction. American 5x15-inch wheels are on front, while American 8½x15-inch rear wheels mount L60 Inglewood tires. A Walker brass radiator does an adequate job of cooling the engine as well as dressing up the front end.

The custom paint by Dennis and Olan Davis can't be fully appreciated in these photos because the Candy Burgundy will show off the flames only in direct sunlight. For an interesting effect the body was covered with a white base coat, then the flames were applied with a gold base coat. Eventually it was all covered with Candy Burgundy, with the result being a very subtle flame effect. James Pope installed the black Naugahyde interior and bed tarp.

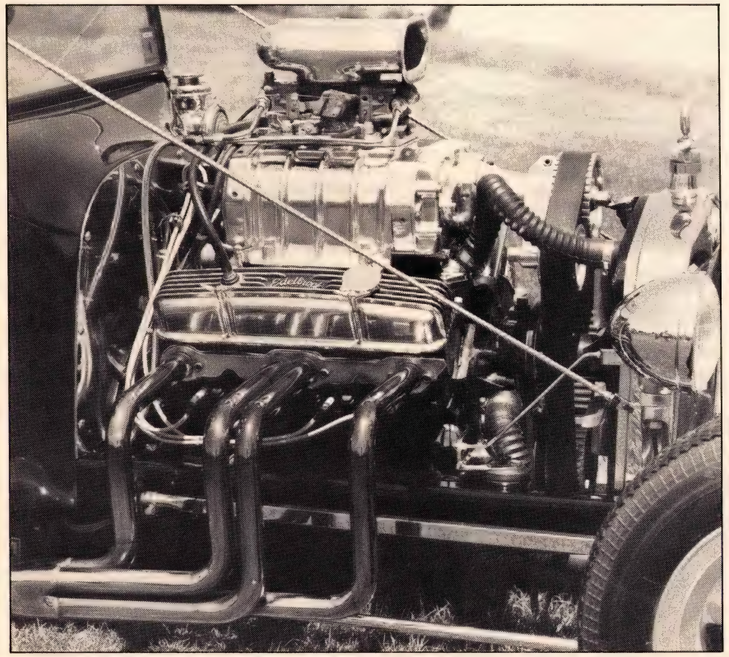
Since the nominal $2200 investment, Dennis has added another $4800 and a solid two years of labor. At this point he's wondering what happened to his instant street rod!

86/POPULAR HOT RODDING

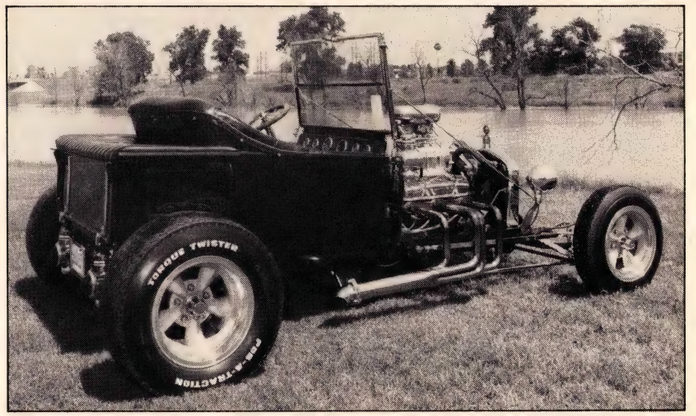
(Opposite Page) A rarity these days is an all-steel '24 T roadster. Behind early Ford suicide front end is a Walker radiator. Cowl lamps are original T items; the chrome headers are by Sanderson.

Small-block Chevy is 350-inch version with Crane 310 hydraulic cam and GMC 4-71 blower, set up by J&C Engineering. Carb is a Holley 850 cfm double-pumper.

Dennis built the rear suspension using Corvair rear coil springs to mount the 1950 Oldsmobile 4.11 rear end. Steel pickup bed has been shortened to 20 inches.



Early Ford front axle retains drum brakes but will soon be replaced with a tube axle. Front shocks are a set of home-built friction units. Steering is handled by a '56 Ford pickup steering box.



Dennis and Olan Davis applied Candy Burgundy lacquer, and James Pope stitched the interior in black Naugahyde. Wheels are 8½-inch-wide Americans in back and five-inch-wide Americans up front.

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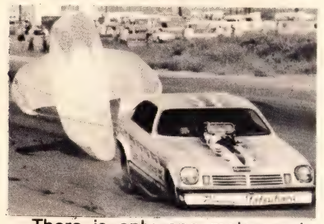

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STREET ROD DRAG RACE

doubt, the Hight's '29 was the crowd favorite.

Everybody always conjectures about how fast or quick this or that particular T-bucket is, so now we can give you a pretty good base price on which to judge any setup you might stumble across. Jeff Young, Arleta, Calif., had one of the few roadsters to pass tech (a roll bar was required on open cars). His '23 T uses a 327 Chevy equipped with two Holley 600s on a Weiand Hi-Ram manifold. A Turbo 350 transmits power to a '64 Olds rear end running 3.90 gears. Using street tires and with the headers open, Jeff tripped the clocks at 12.33,113 mph, and he was running pretty lean. You can figure that a healthy Rat Motor with a single four-barrel and similar running gear would at least be in the mid-11s.

The speed and ET of a T-bucket with any wilder engine setup would depend upon quite a few factors, not the least of which would be bravery of the driver!

POP ROD's '33 pickup was sort of the star of the show, thrilling the crowd with two wild burnouts as ace shifter Leonard Emanuelson brought Project Street Machine to the starting line for another low-11-second pass. But at the top of the first gear, somewhere in the neighborhood of 7500 rpm, the main shaft in our Hone overdrive unit broke, letting the engine freewheel. It's amazing how fast the radiator can empty its entire contents on the ground through a hole in the head the size of your fist.

Yes, we had a little bad luck in front of some 2000 spectators, and that's sort of embarrassing, to say the least. However, we're happy to report that the '33 is already running again, thanks to Larry Ofria at Valley Head Service and Jeff Wood. The extent of the damage was one broken Hone overdrive (our fault because the unit was not designed to take the abuse of drag racing), one ruined cylinder head (the exhaust valve head in number one cylinder parted company with its stem and battered a giant hole clear through the cylinder head), one junk piston and one slightly crooked rod. Believe it or not, the block was not damaged severely! Anyway, it's running again and we're ready for some more drag action! Fortunately, we were among a very few to experience any broken parts. In fact, ours was the most serious mishap of the event.

The winners of the class runoffs all received original trophies that had first been presented at various California drag strips during the '50s and '60s. The entire street rod drag race was a dynamite affair that brought back memories of drag racing as we knew it in the old days—informal, run-what-ya-brung, doing-it-for-fun. It was a refreshing experience and you'd better believe that we'll be ready when the next one rolls around!

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HOW TO PAINT FLAMES

hold it up over the can. Count to 30 in a steady rhythm as the paint runs off the edge of the stick. If it runs off and stops dripping before you finish counting, it's too thick. If it is still dripping at 30, it's too thin. If it stops right at 30, it's perfect. Simple?

In cold weather, you should heat up your garage or paint booth to at least 65-70 degrees, if possible, and add more thinner to the paint. In hot weather, you'll need to use less thinner and add retarder to prevent premature drying. The stick trick will help a lot, but you'll still need to practice and experiment on a piece of cardboard with your gun to check mixture and flow, not to mention your spray pattern.

Emmett has a complete section in his manual on care and use of all bodyworking tools and sprayguns, and it gives tips on maintenance as well as correct settings for air pressure and various paints.

The lacquer dried for a full day before we began laying out the flame pattern. Lee Kelley wanted the truck to be eye-catching, so Emmett had his chief artist at Street Customs Limited, Ron Anzalone, sketch out a freehand flame design. Ron has done this enough that he can merely take some 1/8-inch masking tape and begin laying out a pattern which will wind up looking terrific. On the pickup, he started with flames from the grille and worked them back along the hood; then he went to the fenders and did the same. The trick here is to have a good eye and steady hand, keeping the proportions and perspective correct for the shape of the car or vehicle. To avoid having the masking tape stick to the fresh black paint and lift it off later, rub the tape lightly across your pants leg as you gently stretch it out. This lifts off the heaviest deposits of glue, yet retains enough to allow the tape to stick well when applied firmly.

Ron crossed some of the flame design tips, so he had to carefully take a razor blade and cut the connecting portions of the narrow tape out to leave the flames' basic design intact. This step is something that you shouldn't try if you're not experienced, so we'd recommend not crossing the flame tips in that case. The next step is a time-consuming one. You take ¾ or ½-inch masking tape and lay it along the edge of the narrow pattern tape, being careful not to overlap it into the area to be painted again. After that, it's mostly a matter of spending the time to mask off all other areas not to be painted with flames.

Emmett mixed up three spray gun cups for three separate guns, each with a different color of candy paint. He used candy yellow lacquer for the base coat, spraying it on at 30 psi and making two coats (very thin) that covered ail the black so that it didn't show through.

Continued on page 94

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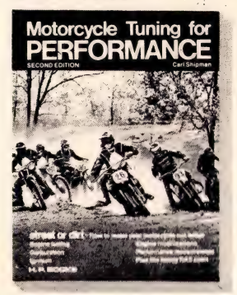

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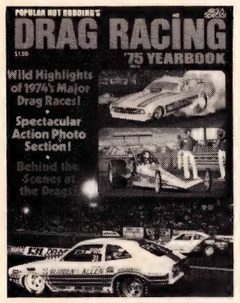
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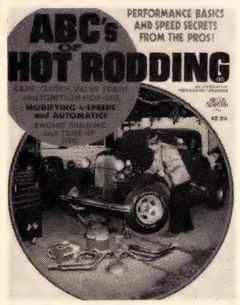

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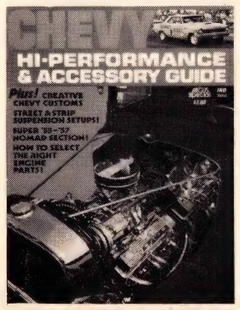
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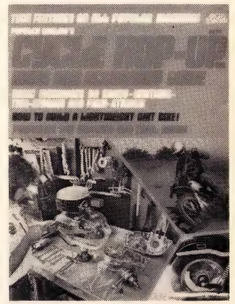

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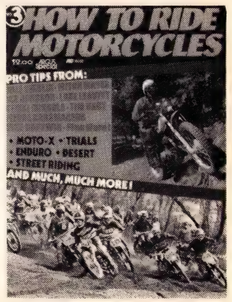

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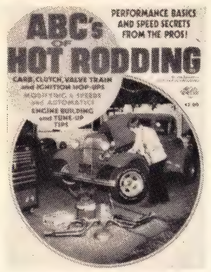
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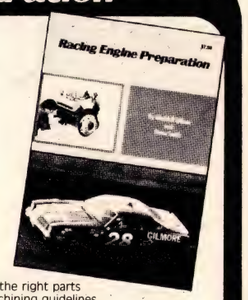

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HOW TO PAINT FLAMES

Often, on older paint, you must apply a sealer when doing flames or patterns to avoid the old color "bleeding" through. The next step was to go around the edges of the designs with candy orange, using five psi to fog or shade in the orange that is blended. You must work quickly and use a lot of retarder in the candy paint, agitating the ball constantly and being careful not to drag the air hose across the fenders while shooting the hood. The last step was to switch guns again and apply the candy red at the tips of the flames, leaving small gaps to highlight them and get the maximum effect from the candy orange by blending them together.

The hardest part for us was to let it all dry well before removing the tape to see what we had. The removal of the tape is itself a very important part, requiring delicate, even pulling in the direction of the flame tips to avoid pulling up and distorting the design while the paint is still soft. When this is all finished, you must let it alone overnight again until it is fully dry, then repair any minor damage you may have caused when removing the tape.

The next step is to completely color-sand the entire car with number 600 wet paper, dry and clean, then tack it off. The booth must be washed down again, of course, and then you can mix Sherwin-Williams acrylic clear enamel with a special additive for gloss used by the pros. It's called Polasol and is mixed one pint to one gallon. Full details on all these additives are covered in Emmett's customizing book. The spraying of enamel is done with about 35 psi and a very light first coat. As soon as it's good and tacky, you shoot a heavy second coat and keep the flow going by working quickly. Emmett sprays an entire car in about 10 minutes. Our pickup received two full gallons of clear.

That's about it. Let your clear enamel set up a few weeks, then you can rub it out with light polishing compound, add a few coats of Classic wax, then go around basking in the admiring glances and stares of other street rodders.

For us, it was a useful experience. We'd have to say that we have never bought a how-to-do-it book or pamplet that really revealed as many useful tips and secrets as Emmett's book, "Do It Yourself Customizing." The parts guide in the back will also be handy, showing you where and how to obtain all the latest fiberglass and other dress-up pieces for cars, vans, mini-trucks and sports cars. For the booklet, send $7.95 to Street Customs Limited, 11737 Cardinal Circle, Garden Grove, CA 92643.

As you can see from the color photo and cover, Project Street Machine has been reborn. Our next step is to finish the interior, making our '33 a complete street rod. And do those flames ever draw attention! Street rodding is where it's at!

STREET CARBS

neat on the street. Even now, better than a decade later, the AFB-ram combination is holding and breaking drag racing records. More recently, late-model MoPars have dominated the Super Stock brackets at drag strips all over the country. Some of the hottest competition on the circuit has come from the '70 and '71 Hemis with dual AFBs.

In order to bring this great AFB performance to the street, Carter put together the new 9625, which is easy to install and performs beautifully on the ol' grocery-getter. The Carter planners decided that if they were going to make a performance carburetor to be hooked up to the family car, it would have to act pretty civilized. To make the idea work, Carter added an electric choke which works off any 12-volt system. This makes the carb quite adaptable plus gives easy starts. There is also a fast idle cam to help with starts and warm-ups.

In the interest of those harried individuals who have bought an easy-to-install carburetor only to find themselves running back and forth to the auto parts store getting the various adaptor pieces that make the carburetor easy to install, Carter dedicates the 9625 AFB. Everything the customer needs is included. When you open up the box you find gobs of goodies, including a Chevrolet throttle linkage already on the carb, air cleaner stud and gasket, plenum-type flange gasket and nuts and ball swivels for throttle linkage hook-up and transmission kick-down.

Carter also includes the little things that make a big difference, such as vacuum source plugs and caps, choke hook-up wires and vacuum hose and fittings for the choke. The only thing you need to hook up the 9625 is time and tools. And with the necessary parts included, it doesn't even take much time. The carb is equipped with all the necessary vacuum ports you might need and is designed to bolt right on any square-hole manifold or any spread-bore manifold with an adapter.

Those are the new things that are included with the new AFB, but there are a few old things that were too good to change. The 9625 still has the rear hinged floats that provide instant response and prevent flooding or starvation in demanding situations. And there's still a giant pump for that extra shot of gas when you need it. Like its ancestors, the 9625 is easy to tune, with the rods, jets, needle valves and floats all readily accessible by just removing the air horn. This makes it possible to do most thrashing with the carb still on the car.

So there you have it—a truly bolt-on performance carb, in every sense of the phrase, for popular Chevy applications. Great 409's ghost! The street just isn't gonna be the same!

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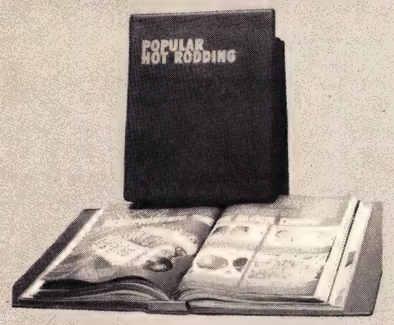

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CUSTOM VAN TRENDS

padded, mirrored-ceiling-ed "Sin Bins." But Haddock stresses that research shows 80 percent of all van owners are 25-40 years of age and married. Their van is customized to serve as a vacation cabin on wheels or, perhaps, as a country estate.

The price of individualism doesn't come cheap. The vanner can expect to spend a national average minimum of $700-$750 for a basic van conversion which usually consists of insulation and paneling, carpets, custom engine cover and, usually, arm chair seats. The inevitable outside paint—which suddenly becomes necessary to describe the new interior—will cost extra.

Fancier conversions—of the country estate variety—run from $1000 to $4000, depending on just how fancy. In addition to the basics, the "estate" van will probably have one or more beds, bar, kitchen, extensive cabinets and often a bubble roof. Many are self-contained with water supply, toilet facilities and shower.

The most popular current exterior dress-up, the Customizing Center found, is the painted mid-band, or belt. Murals, another favorite, sometimes run the vanner as much as $2500 for the most spectacular, although the national average falls more in the $500-$1000 range. At this rate, painting of canvas may quickly become a pastime only for the idle rich!

Obviously, not all vanners go in for "the works." Many want only mile customizing—a few extra comforts and a little exterior flash. The van owner might be wise to do a bit of price shopping for these smaller jobs, as the survey reveals that charges for labor vary from $8 to $24 an hour.

Some van owners are taking customizing into their own hands in an effort to save money. And they do, unless they accidentally puncture the gas tank or drill a hole through the roof. Customizing the interior of a van is a lot like working on the inside of a banana. There are numerous complex bends and twists, as well as danger spots. The do-it-yourselfer would probably be money ahead to get a little help from a professional before embarking on his project.

Expert help can be found by enrolling in a local customizing school. Or, the vanner can learn the tricks of the trade through a correspondence course such as the one offered by Customizing Center. Regardless of how he does it, one thing is certain—the van owner will customize his van! The only question is how and how much. Complete information and a free color brochure on "How to Make Money Customizing Vans, Cars and Trucks" is available by writing to Customizing Center, 4401 Birch Street, Dept. JAP95, Newport Beach, CA 92663.

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37 JUNE 1975. How to build a street rod; How to set up a Chevy super stocker; Project Street Machine returns. Clutchless 4-speed kit.

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SWAP TALK

By John Thawley

YES AND NO

I own a '64 Galaxie which is in mint condition. It doesn't have power steering or power brakes, and it's powered by a stock 352 V-8 and automatic. Can I bolt in a 428 V-8 and can I use the transmission I have? I would also like to know what kind of headers I could use.

Dwayne Regehr
Langham, Saskatchewan, Canada

Some of the 428s will bolt, others won't. Take a look at the side-mount setup on your 352, then find a 428 that looks the same. That block will bolt in; unfortunately, it won't bolt up to the transmission you now have. I think you should plan to make your own headers. I don't know of anyone having headers for this car.

RIGHT PISTOL, WRONG BULLET

I have a '72 Plymouth Valiant Scamp with a 225 six, power steering, automatic trans and standard brakes. I would like to install a 426 Street Hemi. I know there is a kit for this, but where can I find one? Can I still buy a new Hemi complete and crated from my friendly MoPar dealer?

Jay Frye
Cheverly, Md.

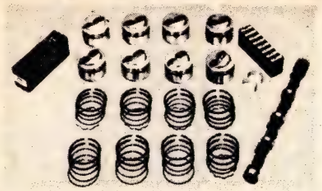
I have never heard of the kit and therefore can't advise where to find one. Finding a new Hemi in a crate could be kinda tough, but the place to start is by asking a sharp parts man in a Chrysler agency. He can also tell you how much the thing will cost. At that point you might figure you don't want the Hemi and that a good strong 340 will do just fine. It's a far better choice in the long run.

WE DID IT

Just thought you'd like to know about a little swap I pulled off recently (with a lot of help from some friends). I put a '62 Olds 394 and automatic into a '55 Chevy. I bought front frame mounts and frame adapters from Hurst. For the rear crossmember we narrowed the Olds unit, drilled new holes in the Chevy frame and bolted it in. I didn't have the money for headers, so we loosened the steering gear and jiggled the engine and got the clearance to let the stock manifold remain in place. We used a left side manifold on the right side to make it a little easier. That's all there is to it except for a little hammer work on the firewall for clearance.

Mike Mlsna
La Grande, Ore.

Sounds good, Mike. I sure hope you remembered to retighten that steering gear, though!



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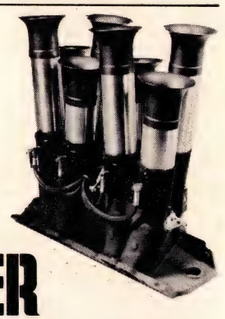

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PARTS COUNTER SWAP

I've already mounted a Y-block Ford in an early frame, and everything would just be perfect if I could find an exhaust manifold that dumps downward in the center like some of the Chevy manifolds. I've never seen one, but I've heard of such a manifold. What's the story?

Ray Cody
Oxnard, Calif.

Yes, there is such a manifold. They came on '62 Ford C-600 trucks. That's a pretty big truck, so you might start your search in a wrecking yard that specializes in that size workhorse.

BOX-STOCK MUSTANG

I own a 1965 Mustang that is running a tired 170-inch six-banger and a three-speed. I would like to drop in a later model 289 and four-speed. Is this car too light in the front end to handle the small V-8?

Gary Bruber
Riverdale, Mich.

The small-block V-8 and four-speed will bolt right in with factory parts. You can pirate the parts from a wrecked Mustang or get them from the Ford parts counter. The small-block V-8 is lighter than the six, so you'll have no trouble with the front suspension.

THE WHOLE TRUTH

I am interested in fixing up my '66 Mustang. I would like to install a 289-inch V-8 in place of the 220-inch six. I would also like to get an automatic in place of my three-speed. What is the easy and inexpensive way of doing this?

Michael Kitayama
Los Angeles, Calif.

Run an ad in the local paper and sell your car for top Blue Book. Then buy a nice, clean, one-owner, low-mileage '66 Mustang with a small-block V-8 already installed. That is the easy and inexpensive way of getting a V-8 Mustang.

PICKUM UP TRUCK

I have a '64 Buick 425 V-8 and automatic and would like to install it in an older truck. What do you suggest?

Fred Cherry
Big Bear Lake, Calif.

Just within the past two weeks, I've

Continued on page 100

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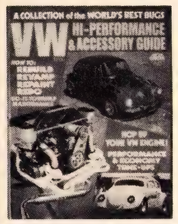

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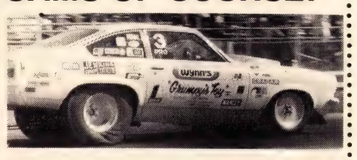

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SWAP TALK

seen big-block Buicks installed in Ford and Chevy pickups of mid-'50s vintage. In both cases the swaps were quite sanitary. One of the swappers had used Ansen mounting hardware and the other fellow had fabricated his own set of sanitary mounts. Buicks have a lot of smooth, low end torque and they seem to last forever—a good engine for most any pickup you can find.

THE ROOM IS THERE

I am thinking of buying a '56 Dodge pickup with a bad engine. How much trouble would it be to install a small-block Chevy?

Bob Shepard
Garden City, Mo.

This is a very practical swap if you can handle the engine and transmission mount fabrication. There is plenty of room under the hood for the little Chevy. As is normally the case, installing an engine/automatic transmission package cuts down on the amount of fabricating you'll be faced with.

THAT'S DIFFERENT ALL RIGHT!

Would it be possible to put a Ford 428 CJ in a '68 Corvette? A lot of guys with Fords are installing Chevy engines and I'd like to be different and go the other way. What's your advice?

Doug Mignault
Tucson, Ariz.

Doug, did it ever occur to you that there's a reason guys with Fords are installing Chevy engines? My advice is not to ruin a Corvette.

PINTO GUMBO

I want to put a Ford 302 into a 1971 Pinto which is now equipped with an automatic. If I do the swap, will I need a new bellhousing to hook the 302 up to the automatic? If so, where can I get one?

David Honeycutt
Baton Rouge, La.

The right way to do this swap is to install the 302 with a C-4 automatic that was designed to handle the horsepower of the V-8. All of this will bolt into place with the Herbert mount kit. If you plan to buy the engine and transmission from a wrecking yard, see if you can get the rear axle assembly from a '57 Ford to round out the package. That particular axle just bolts right to the Pinto springs.

MORE POTENT PINTO

I know that Herbert Automotive makes a swap kit to put a 289 Ford in a Pinto, but does anyone make a kit to allow putting a larger engine in?

Andy Nauert
Roanoke, Texas

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TECH TIPS

TURBO PROBLEMS

I want to build up a 350 Chevy engine to take the new ACCEL turbocharger kit and go in my '69 Camaro Z/28. Do I need the LT-1 short block with the four-bolt main caps, forged crank and other goodies? Should I spring for the new angle-plug heads? How much compression ratio can I use with eight to 10 psi boost pressure?

Gary G. Kostiuk
St. Catherines, Ontario, Canada

We don't believe you will need the extra beef of the LT-1 bottom end for short bursts of eight-to-ten psi turbocharger boost, especially if you limit rpm to 6500. The forged crank and pistons are mostly needed for revs of 7000 or more. Compression should be limited to 8.5 or 9.0-to-1. Why not use '71 or later big-valve Z/28 heads with the 75cc chambers and forged flat-top pistons? These don't have the angled plugs, but they are not needed with flat pistons at the lower compression ratios. You can set up an engine pretty economically to work with the ACCEL turbo system as long as there will be only short power bursts on the street or highway. Even with the high cylinder pressures you don't need the beef you would for a high-revving track engine.

WHAT MAKES A CLUTCH?

Would it be possible to beef up a coil spring-type clutch, like a Long or Borg & Beck, by merely substituting stiffer springs behind the pressure plate? Could the pressure plate take it?

Mike Seaburg
Great Falls, Mont.

This is a common trick when the clutch specialty companies modify a production clutch for high performance. They might double the spring pressure then use a stronger pressure plate, special disc with high-temperature friction material, heavier rear cover and better throwout bearing. Then they usually balance the whole assembly to close tolerances. These aren't modifica-

Continued on page 102

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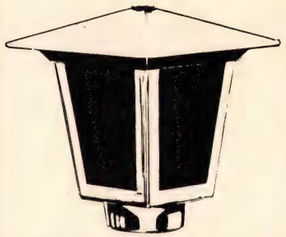

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TECH TIPS

tions that can readily be made in your own garage, but good super-duty performance clutches are reasonably priced for what you get. They're a must on any hot street machine.

PRO STOCK CLINIC

What's the principle of the Lenco four-speed transmission used in most Pro Stock cars? Also, why hasn't the small-block Chrysler 340 engine ever caught on in Pro Stock?

Pete Frederick
Oglemer, Ontario, Canada

The Lenco transmissions use simple planetary gear sets (modified from passenger car automatics) that are shifted by mechanical levers that grip or release the clutch bands, rather than doing it with hydraulic cylinders as in the standard automatics. This allows full manual shifting that is instantaneous, and the shift can be made without releasing the power momentarily. Thus the shifting is quicker and more reliable. But the four-speed Lencos are very bulky and heavy and expensive; there are three separate planetary gear sets in tandem and three external levers for the three shifts. As for the MoPar 340 engine in Pro Stock, it doesn't seem to have the potential under the present rules to interest many serious racers. There's no backlog of hop-up know-how on the engine—especially in cylinder head porting—and not too much special equipment available for it. These are tough handicaps in today's highly competitive Pro Stock game.

SUPERCAR HOP-UP

I have a '70 Olds 4-4-2 with the optional W-30 engine, and I want to make it a little quicker. I already have headers and an 850 cfm Holley carb replacing the Quadrajet. How about recommending a cam, manifold and axle ratio?

Randy Parks
St. Louis, Mo.

This question brings up a matter that has been of increasing concern to us, that is, the value of these late Detroit "supercars" as collectors' items and the importance of preserving them in nearly original condition. It chills us to see these classic supercars being chopped up with engine swaps and extensive internal mods. They should be preserved carefully, even restored to original condition. Their market value is bound to multiply several times in the next five years. Already car collectors are advertising for clean supercars of the 1960s. This '70 Olds 4-4-2 with the W-30 could be a real gem. You can't buy a car like this anymore and may never be able to

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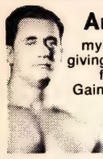

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TOO MUCH HEAD?

I'm making some changes to hop up my '67 Chevelle SS 396. I've considered a set of the big-port heads that were used on the 375-hp 396s. Some say these aren't too good on the street. What do you think?

J.T. Kerns
Philadelphia, Pa.

Yes, the ports and valves in these heads are too big for smooth, flexible, responsive street driving, especially in the 396-cubic-inch block size. They worked a little better on the 427 and 454 blocks, but these huge ports were designed primarily for competition, so you don't get much real breathing improvement below 5500 rpm.

CONVERTER CONTROVERSY

I have a new '75 Chevy Blazer 350 four-barrel, and I want to put a dual exhaust system on it. But how can this be done with the single catalytic converter? Is there some way to use two converters? Can I use tubing headers with them?

Stephen Hubbard
E. Bridgewater, Mass.

This same question is bugging a lot of '75 car buyers. The logical answer is to have a competent muffler shop fabricate you a full dual exhaust system with a separate converter unit for each side (and a crossover pipe behind the engine). The bug here is that an additional converter unit will cost about $150. That's a lot of money for something that restricts performance! But there's no way you can get really efficient engine performance with all the exhaust going through one converter. Tests have shown, however, that tubing headers do benefit both performance and fuel economy when routed through one stock converter, though the improvement is not as great as with conventional dual pipes and mufflers.

WHICH CAM?

I would like to replace the cam in my 327 Camaro four-barrel with a little bit hotter one, but I don't want a lumpy idle or any big loss in fuel economy. Could you suggest a good hydraulic cam for this?

Jimmy Chaney
Denver, Colo.

Chevrolet's old "350 hp" cam, part number 3863151, is just the one you want. It will give another 15 or 20 horses over the standard cam but has a very smooth idle, good fuel economy and shows little loss of mid-range torque.

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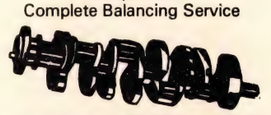

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Trimbrite Mood Murals are available in assorted sizes and designs.

If you've been doing any truckin' at all, you already know that hand-painted murals for vans have caught on in a big way. Whether it's a new form of art collection or graphic illustration of free-spirit truckin', custom murals have become as much a part of the van movement as flames were (and are once again) to hot rodding.

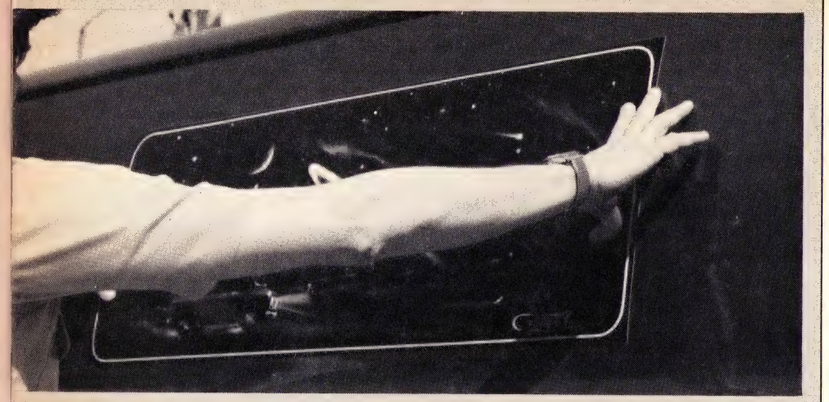
Unless you're lucky enough to have lots of money or a low-buck Van Gogh talent in your town, the van mural thing may have seemed far-reached—at least until the Trimbrite people came on the scene. Spartan Plastics, the people behind the Trimbrite brand name, have combined their talents of graphics reproduction and fine quality self-adhesives with the artistic talent of "Greg of Akron"—one of the original mural painters. The end result is the offering of several different mural renderings in vivid detail; they are a fraction of the original cost and yet provide the same custom and personalized look that Greg created.

al renderings are available in full-color self-adhesive vinyl ready for application. The Mood Murals range in size from 12x16 inches to 14½x36 inches.

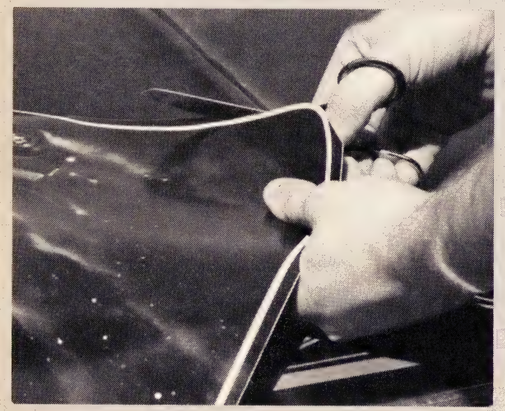
The reproduction process duplicates Greg's famed air brush technique, and only the most experienced eye can detect the self-adhesive mural from an original.

Mood Murals are the way to go, but there is a trick to applying them on your van. Most people are aware of the application problems associated with large self-adhesives. The Spartan Plastics people told us to try the wet application method. Common sense told us that water and sticky adhesive wouldn't mix; were we in for a surprise! It's the 'ol "follow the simple instructions" that taught us a lesson and made our mural installation a fast and easy task. So that you'll have the benefit of our experience, follow the step-by-step photos.

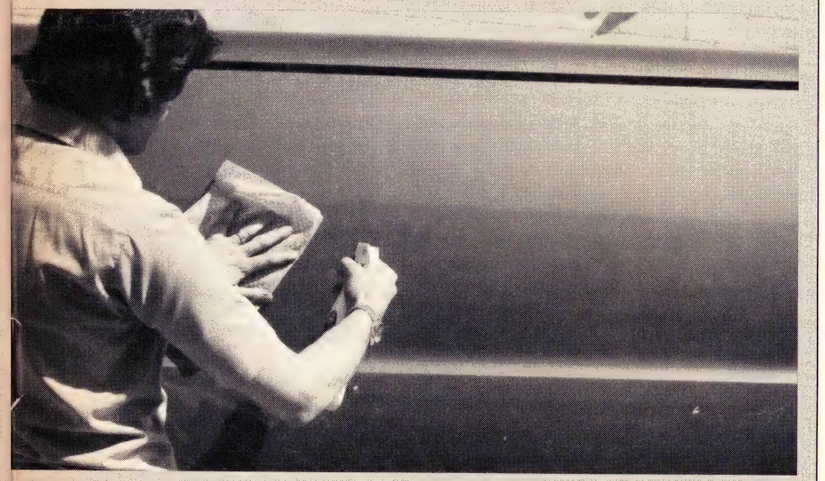
Trimbrite Mood Murals range from about $13 a pair on up. Each comes with a handy squeegee. The Trimbrite product is available at leading automotive accessory stores, speed shops or through Chrysler Corporation's Direct Connection program.



Once you've made your Mood Mural selection, determine just where you want to apply it. Keep in mind the side with doors. The murals can be cut to fit door openings with little sacrifice in looks. Once you have established the position, mark all four corner locations on the van side with a wax pencil so that during final application you needn't worry about level and alignment.

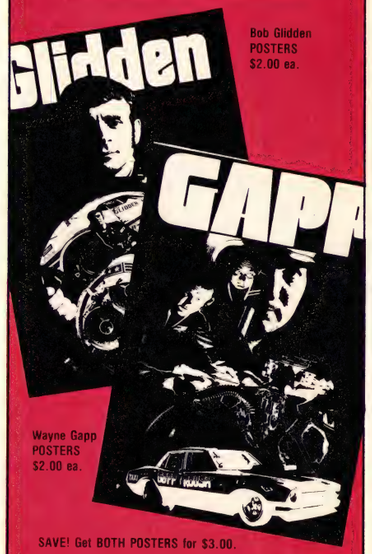


Next step is to trim the mural. They come with a white border which is great against dark colors. The border can, however, be removed if you have a light-colored van. Use a sharp pair of scissors and be very careful to cut straight.



Clean the surface where the mural is to be applied with most any good cleaner. This removes any dirt and wax to assure a permanent bond.

hot on the strip.



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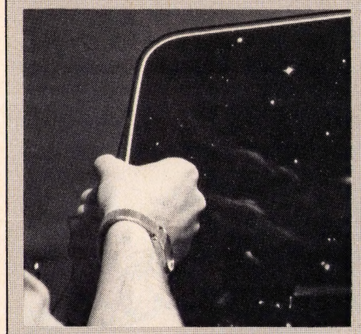
DO-IT-YOURSELF VAN MURALS

Mix a pail of water with a cap full of mild detergent. This is the real secret of easy application. You have a choice of either wetting down the area on the van where the mural is to be applied or wetting down the mural prior to application. In removing the backing paper, be sure not to let the adhesive side ravel or stick together. Make certain that the entire back of the mural is wet if you choose to dip or that the van side is plenty wet before application.

The soap/water solution allows you to move the mural into exact placement with no problem. Wet the face of the mural with the water solution and then, with the handy squeegee provided by Trimbrite, begin to carefully squeegee the mural, starting from the center and slowly working outward. The squeegee removes the solution from under the mural. As you squeegee, watch for air bubbles. They can be squeegeed out as you go. It's as simple as that. Then clean off any excess solution.



If you choose to border the mural, as we did, use Trimbrite pinstripe material; apply dry. We used 1/8-inch pinstripe and it really helped set off the mural.

The entire job took less than one hour, and the cost was under $20 per side.

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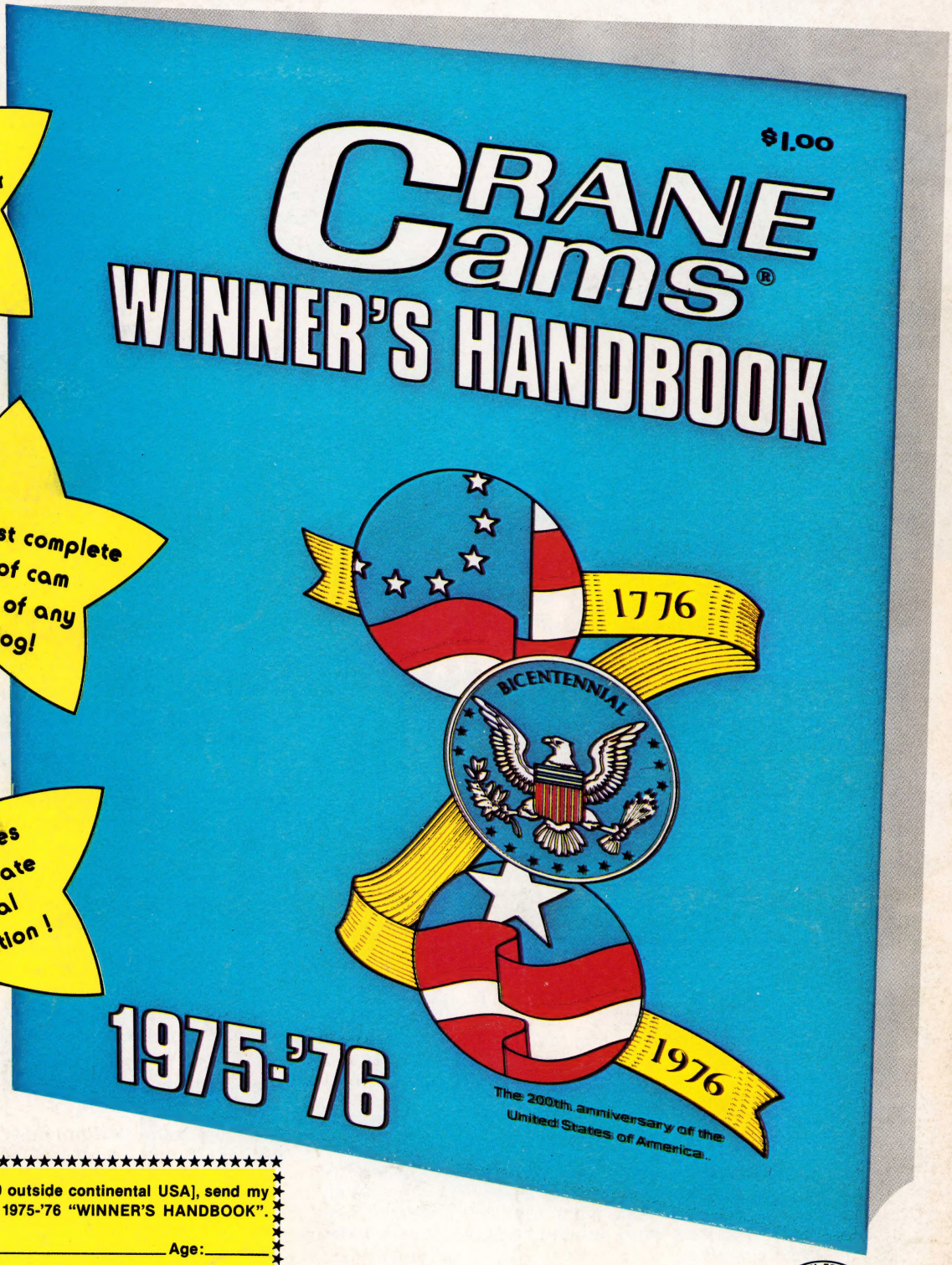

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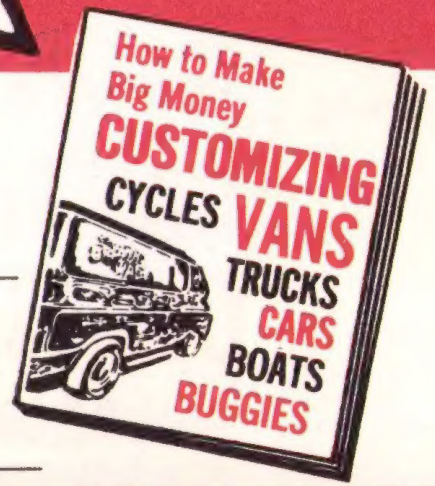

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